

# REPORT

OF THE

# SECRETARY OF THE TREASURY,

ON

# THE STATE OF THE FINANCES,

FOR

THE YEAR ENDING JUNE 30, 1856.

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WASHINGTON  
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EXECUTIVE DOCUMENTS

REPORT OF THE SECRETARY OF THE ARMY

THE HOUSE OF REPRESENTATIVES

THIRD SESSION OF THE FIFTY-FIFTH CONGRESS

1897-98

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# REPORT OF THE SECRETARY OF THE TREASURY ON THE STATE OF THE FINANCES.

DECEMBER 9, 1856.—Referred to the Committee of Ways and Means, and ordered to be printed.

DECEMBER 17, 1856.—*Resolved*, That 15,000 extra copies of the report of the Secretary of the Treasury on the state of the Finances be printed for the use of the members of the House.

TREASURY DEPARTMENT, *December 1, 1856.*

SIR: In obedience to the act entitled "An act to establish the Treasury Department," approved May 10, 1800, the following report is submitted:

The balance in the treasury on the 1st of July,  
1855, was..... \$18,931,976 01

The actual receipts of the first quarter of the fiscal year 1856, viz: the quarter ending September 30, 1855, were, as stated in my former report:

From customs.....	\$17,085,238 28
From lands.....	2,355,725 87
Miscellaneous.....	333,495 98
	<u>19,774,460 13</u>

The estimated receipts for the remaining three quarters were as follow:

From customs.....	\$42,000,000 00
From lands.....	5,644,274 13
Miscellaneous.....	500,000 00
	<u>48,144,274 13</u>

Making the actual receipts for the first quarter, and the estimated receipts, for the remaining three quarters.....	\$67,918,734 26
Add balance in the treasury July 1, 1855.....	18,931,976 01

Giving the estimated sum for the service of said year.....	86,850,710 27
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The actual expenditures of the first quarter of said year, viz: the quarter ending September 30, 1855, were as follow:

Civil, miscellaneous, and foreign intercourse.....	\$5,117,860 25
Interior.....	1,799,642 19
War.....	5,142,111 38
Navy.....	4,282,292 57
Redemption of public debt, interest and premium..	252,209 71
	<u>16,594,116 10</u>

The estimated expenditures for the remaining three quarters were as follow:

Civil, miscellaneous, and foreign intercourse.....	\$18,651,974 85
Deficiency in Post Office.....	2,669,368 00
Interior, pensions, and Indians.....	3,532,033 92
War.....	8,773,523 31
Navy.....	10,956,030 73
Interest on public debt.....	2,299,800 00
Redemption of debt.....	7,750,000 00
	<u>54,632,430 81</u>

Making the actual and estimated expenditures \$71,226,846 91, and leaving an estimated balance in the treasury on the 30th of June, 1856, of \$15,623,863 36.

The actual receipts into the treasury for the fiscal year ending 30th of June, 1856, were, for the,

1st quarter.—From customs.....	\$17,085,238 28
From lands.....	2,355,725 87
Miscellaneous and incidental.....	333,495 98
	<u>19,774,460 13</u>

2d quarter.—From customs.....	\$13,424,038 57
From lands.....	3,273,868 02
Miscellaneous and incidental.....	195,840 33
	<u>16,893,746 92</u>

3d quarter.—From customs.....	\$16,737,114 01
From lands.....	1,450,073 04
Miscellaneous and incidental.....	160,113 20
	<hr/>
	18,347,300 25
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4th quarter.—From customs.....	\$16,776,472 64
From lands.....	1,837,978 00
Miscellaneous and incidental .....	288,183 52
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	18,902,634 16
	<hr/>
Making .....	\$73,918,141 46
Balance in the treasury 1st July, 1855.....	18,931,976 01
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Total sum for the service of the fiscal year ending 30th June, 1856.....	92,850,117 47
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The receipts from customs were.....	\$64,022,863 50
The receipts from lands were.....	8,917,644 93
Miscellaneous and incidental.....	977,633 03
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	73,918,141 46
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The actual expenditures of the year were as follow :

1st quarter.....	\$16,594,116 10
2d quarter.....	16,580,880 34
3d quarter.....	16,993,074 36
4th quarter.....	22,780,721 22
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	72,948,792 02
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The expenditures were divided as follow :

Civil, foreign intercourse, and miscellaneous.....	\$25,274,330 99
Interior, pensions, and Indians.....	3,872,826 64
War.....	16,948,196 89
Navy.....	14,077,047 12
Redemption of public debt, interest and premium..	12,776,390 38
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	72,948,792 02
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Balance in the treasury 1st July, 1856, as appears in detail, per statement No. 1.....	\$19,901,325 45
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In my last report the estimated receipts into the treasury, for the fiscal year ending the 30th of June, 1857, were as follow :

From customs.....	\$64,000,000 00
From lands.....	7,000,000 00
Miscellaneous.....	500,000 00
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	71,500,000 00
To this add the estimated balance in the treasury, July 1, 1856.....	15,623,863 36
	<hr/>
	87,123,863 36
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This gave \$87,123,863 36 for the service of the fiscal year ending the 30th of June, 1857.

The estimated expenditures for said year were as follow :

Balance of former appropriations to be expended during the year.....	\$16,696,689 99
Permanent and indefinite appropriations to be ex- pended during the year.....	7,639,910 14
Appropriations asked for.....	45,114,765 45
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	69,451,365 58
	<hr/> <hr/>

Making the estimated expenditures \$69,451,365 58, less \$12,000,-000 not expected to be called for during the year, and leaving an estimated balance in the treasury, on the 1st of July, 1857, of \$29,-672,497 78, without any estimate for the redemption of the public debt.

The actual receipts into the treasury, for the 1st quarter of said year, viz : the quarter ending the 30th September, 1856, have been as follow :

From customs.....	\$20,677,740 40
From lands.....	892,380 39
Miscellaneous.....	355,310 57
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	21,925,431 36

Making the actual receipts for the first, and the receipts for the remaining three quarters, as now estimated :

2d quarter.....	17,224,799 47
3d quarter.....	16,902,539 87
4th quarter.....	16,902,539 87
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In all.....	72,955,310 57
And, with the actual balance in the treasury on the 1st of July, 1856, of.....	19,901,325 45
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Making the sum of..... for the service of the fiscal year 1857.	92,856,636 02
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The actual expenditures for the first quarter of the fiscal year 1857, viz: the quarter ending the 30th of September, 1856, being..... \$18,675,113 21  
the estimated expenditures for the remaining three quarters of the year, are set down as follow :

In the second quarter.....	18,000,000 00
In the third quarter .....	17,168,178 76
In the fourth quarter.....	16,668,121 24

Making the actual expenditures for the first quarter, and the estimated expenditures, for the remaining three quarters .....	70,511,413 21
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Which leaves an estimated balance in the treasury, on the 30th of June, 1857, of.....	\$22,345,222 81
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For the actual receipts and expenditures of the first quarter of the year, viz: the quarter ending the 30th of September, 1856, see statement No. 2.

The actual expenditures of the first quarter, exhibit the sum of \$902,096 63 expended in the redemption of the public debt, and in payment of interest and premium. A like amount is included in the estimates, for the expenditure of each of the remaining three quarters.

The receipts into the treasury, for the fiscal year ending the 30th of June 1858, are estimated, as follow :

From customs .....	\$66,000,000 00
From lands.....	6,000,000 00
Miscellaneous.....	955,310 57

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72,955,310 57

To which add the estimated balance in the treasury 30th June 1857.....	22,345,222 81
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Making the sum of..... for the service of the fiscal year 1858.	95,300,533 38
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The expenditures are estimated, as follow :

Balance of former appropriations, to be expended this year.....	15,336,464 60
Permanent and indefinite appropriations.....	7,498,510 14
Appropriations asked for .....	48,469,848 02

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71,304,822 76

Less the amount that may not be expended during the year, estimated at .....	20,000,000 00
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Would leave an estimated balance in the treasury on the 30th of June, 1858, of.....	43,995,710 62
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The public debt, on the 4th of March, 1853, amounted to the sum of \$69,129,937 27, and was subsequently increased to liquidate the debt of Texas, by the sum of \$2,750,000 ; which gives the public debt

at, \$71,879,937 27. It has since been reduced, up to the 15th day of November 1856, the date of the Register's last report, to the sum of \$30,963,909 64. See statement No. 3. In making this reduction, the sum of \$40,916,027 63 has been paid for the principal thereof, and \$4,609,882 31, for premium on portions of it redeemed, before maturity, saving the sum of \$14,606,441 39 by paying in advance, and leaving the public debt, on the 15th day of November 1856, \$30,963,909 64, as per statement No. 3, parts 1 and 2.

In addition to the public debt, as above stated, there is due under treaties with various Indian tribes, payable on time, the sum of \$21,066,501 36, as per statement No. 4 of this report. This debt, as it becomes payable, constitutes an item of annual expenditure, and is estimated for, by the Interior Department. It is an incident, growing out of the extinction of the Indian possessory title, to the public lands, and is a charge on the annual sales. Besides this debt, the United States have invested money in stocks, for several of the tribes, to the amount of \$3,511,624 08, and hold the principal of the Smithsonian fund, amounting to \$515,169, under the act of the 7th July 1838, in stocks for that institution, as per statement No. 5. The United States having made these investments for the Indians, and of the Smithsonian fund, annually provide for the payment of the interest, which interest is or is not received on the stocks. The arrearages of the interest appear, in the tables, to the amount of \$120,704 74 on the stocks held for the Indians, and \$437,731 92 on the stocks of the Smithsonian fund. Statement No. 6 gives the balances of appropriations of trust or special funds, on the books of the treasury, at the close of the fiscal year 1856. Statement No. 7 gives the stocks belonging to the United States, in the Dismal Swamp, Chesapeake and Delaware, Chesapeake and Ohio and Louisville and Portland, canals.

The estimated receipts for the fiscal year 1856, with the actual receipts of the first quarter, and the balance in the treasury on the 1st of July, 1855, were \$86,850,710 27; and the actual receipts with the same addition \$92,850,117 47, being an excess over the estimates of \$5,999,407 20.

The customs, actual and estimated, were \$59,085,238 28, and the receipts \$64,022,863 50.

The lands, actual and estimated, were \$8,000,000, and the receipts \$8,917,644 93.

Miscellaneous, actual and estimated, were \$833,495 98, and the receipts \$977,633 03.

The estimated expenditures for the fiscal year 1856, were \$71,226,846 91, and the actual expenditures \$72,948,792 02, being \$1,721,945 11, in excess of the estimates.

It will be seen, from an examination of statement No. 1, that the sum of \$12,776,390 38 was expended during the year, in payment of interest, premium and redemption of the public debt, making the expenditure upon all other objects, \$60,242,401 64; the estimated expenditure for interest, premium and redemption of the public debt, being \$10,301,009 71, and the payments \$2,475,390 67 more than the estimate, making the expenditures upon other objects, less than estimated.

In making estimates to be submitted to Congress, for the annual expenditures, they present themselves in three classes.

In the first class, are the balances of unexpended appropriations, expected to be called for during the year.

In the second class, are the expenditures under existing standing indefinite appropriations. This includes the redemption and interest of the public debt, the expenses of collecting the public revenue, and some pensions and other items.

In the third, are all moneys necessary to comply with existing treaties and laws, including the expenses of Congress, the necessary public printing, and moneys due under treaty stipulations, the payment of the civil list, foreign ministers, consuls, and commercial agents, the expenses of the army and navy, Indian intercourse, the survey of the public lands, the expenses of the United States courts, maintaining lights in established light-houses, with a variety of other objects, provided for by law.

The several executive departments prepare estimates, for the branches of the public service, respectively, committed to their charge, with reference to expenditures, arising under existing laws, as in Class 3, and which they cannot discharge, out of existing or standing appropriations. In addition, the Secretaries estimate for such appropriations, as in their judgment, are required for their respective departments. This class embraces the estimates printed and sent to Congress, at the commencement of each session; but each Secretary sends, during the session, such additional estimates, as in his judgment, the exigency of the service under his charge requires.

There are other appropriations which the Secretary of the Treasury has to consider, in his report on the finances. These are appropriations by Congress, in addition to the existing and standing appropriations, and in addition to the appropriations, for compliance with treaties, and to pay demands arising under existing laws, and the additional appropriations estimated for by the respective departments, and include all appropriations for public and private claims, objects of internal improvement not estimated for, and all miscellaneous appropriations, originating with Congress during the session, although no specific sum is set down, in the estimates.

The receipts from customs fluctuate, with the increase or diminution of the imports of duty-paying goods, and the receipts from public lands, with increased or diminished sales; whilst the expenditures, to a very considerable extent, depend upon the action of Congress, and the delay in applying for, and settlement of, claims at the treasury.

The legislative power is responsible for all wasteful, extravagant, and unnecessary expenditures, authorized by standing appropriations and required to comply with existing laws, as well as for all such as may, from time to time, be authorized; because with that power, rests the right, to lop off all such waste and extravagance, by a repeal or modification of the laws, or by a refusal to grant any such appropriations. The executive power is responsible, for a correct construction of existing laws, and an honest application of the funds placed by Congress, at its disposal, in the execution of the laws, and for the objects, for which the appropriations are made. The Execu-

tive has the right, to recommend the repeal or modification of laws, for the purpose of lopping off all waste, extravagant or unnecessary expenditures, and to recommend all such, as public interest may call for, within the limits of the constitution; but the legislature is not bound, by the recommendations, nor to await executive recommendation, as to a repeal or modification of laws, or as to appropriations, and has the right, by new enactments, to enforce the proper construction of the laws, and their economical administration. It is not necessary to inquire, whether the legislative power has the right to omit appropriations, necessary to pay the charges accruing under existing laws, but it is manifest, it would be better to repeal or modify the law, so as to make the expenditures conform to present views, rather than hazard the injustice and discredit, of failing to pay charges, accrued and accruing, under existing laws. Economy is a legislative as well as an administrative virtue, which it is easy to commend and prescribe rules for, but which it is difficult to observe, with an overflowing treasury and a strong outside pressure. The legislative and executive branches should act in harmony, and work to the same end. If the legislative branch fails, waste, extravagance and unnecessary expenditure, are the result. The executive branch is without the full preventive power; but if the executive branch fails, the legislature can restrain and correct its abuses. The first step in the right direction, is so to modify the revenue laws, that no more money shall be collected from the people, than is required for an economical administration of the government, in fulfilment of all its obligations and duties, external and internal. The second, is the honest and faithful application of the moneys, to the legitimate purposes of the government.

The actual receipts from customs into the treasury, for the first quarter of the fiscal year 1857, viz: the quarter ending the 30th of September 1856, have been \$21,925,431 36, being \$2,150,971 23 more than the corresponding quarter, of the preceding year. The same causes that operated to increase the revenue from customs, during the last year, may be expected to influence, in the same way, the receipts of the succeeding three quarters, but probably not to the same extent. The estimate of receipts from customs has, therefore, been advanced to \$66,000,000. The receipts from lands, for the same first quarter of the fiscal year 1857, have been \$892,380 39, being \$1,443,345 48 less than the receipts of the corresponding quarter, of the preceding year. The large tracts of land, withdrawn from market, for railroads, under acts of the last session, and the lands which will be entered, under the land warrants, issued and being issued, are calculated to reduce the receipts from lands, from what they were, in the corresponding three quarters, of last year; on which account, the estimate from lands, has been reduced to \$6,000,000. The receipts from miscellaneous sources, have been put at, \$955,310 57, as per estimate.

The advance, in the estimate of receipts from customs, is made, with the knowledge of the large duty-paying imports, already in warehouse, and under the expectation that the demand for provisions abroad, at remunerating prices, will not be equal to that of last year; also, of the pressure in the European money-market, and the great



demand for our cotton and tobacco, with the abundance of money in this country, increased by the payment of the Texas debt and the California war bonds; also the failure of the sugar crop of Louisiana, acting in favor of increased sugar importation, and at an advanced price. The ability of the people of the United States to purchase and pay, not only for necessities, but for superfluities, may be relied upon, for the consumption of duty-paying merchandise, to an extent sufficient to meet the estimated expenditures, and allow the continued redemption of the public debt, as fast as, the holders of the stock shall be willing to accept the principal and interest, with a reasonable premium.

Statements from Nos. 8 to 37, and from B No. 1 to B No. 9, are a continuation of those, which accompanied my last report, on the finances, with the addition, where necessary, of the corresponding items, belonging to the fiscal year 1856, and are again submitted.

Statement No. 11 gives, for the fiscal year ending 30th June 1856, the domestic and foreign merchandise exported, at \$326,964,918, and our imports, for the same time, at \$314,639,942, making the exports \$12,325,066, in excess of the imports. The continued increase of our population, and of imports and exports, with that of our agricultural, manufacturing and mining wealth, and our facilities for internal and external commerce, as exhibited by the combined tables of this report, encourage me, again, to recommend a modification of the tariff of 1846, and a reduction of the revenue from customs. It is assumed as a fact, beyond question, that a tariff on imports is a tax, and that the tax is paid by the consumer of the imports, and that it is undeniable, that no tax should be imposed or continued, not required for an economical administration of the government, allowing for the fulfilment of all its duties, present and prospective; and that the collection of a greater revenue, is a wrong against the people, who pay the tax, and imparts to the agents who administer the government, a tendency to undue power, waste and extravagance.

Many believe, that the \$6,000,000 or \$7,000,000 annually expended, out of the national treasury, for carrying the mails and for printing books, &c., has been caused by a redundant and overflowing treasury, and that the same cause has operated to increase our expenditures, upon other objects, and upon some not called for, by the present or future exigency of the government, nor by the justice of the claims provided for; whilst but few, if any, believe there is any necessity for continuing to increase our expenditures, with the continued increase of our revenue. The tables of imports and exports, for the last ten years, exhibit a constant and continued, although not an annual increase, of our imports and our exports, and, consequently, of our revenue from customs. We should consider the same causes, that have operated to produce this increase, for the past years, will operate to continue it, in future years, and place still larger sums, in the national treasury. The productions of our planting and provision States, as well as our mining and manufacturing States, continue and will continue to increase, with the increased and increasing foreign and domestic demand; commerce being the exchange of the productions of one country or nation, for the productions of another, whether made indirectly, by sale and

purchase for money, or directly, by barter, the conclusion is irresistible, that both our domestic and foreign commerce have, generally, been of equivalents, and profitable to all parties ; and as they have increased, so they will, under the same circumstances, continue to increase and justify a modification of the tariff, and a reduction of the revenue from customs. In the modification I have heretofore suggested, the propriety of increasing our free list, by admitting the raw material used in our manufactures, to free entry, and thereby giving to the capital and labor of our people, equal competition with the capital and labor of those countries, which have, for the benefit of their manufactures, admitted the raw material, without duty, and have recommended the same articles to be admitted free, that are admitted free, by Great Britain. This would reduce the revenue between \$7,000,000 and \$8,000,000. I have also suggested, that some articles of general consumption, such as salt, should be added to the free list, and the tariff, on some other imports, should be reduced some \$7,000,000 or \$8,000,000. This, upon the imports of last year, would reduce the revenue, to about \$50,000,000 from customs, which, with the receipts from the public lands, is deemed all-sufficient for the necessary requirements of the government ; the average expenditures of the last five years, excluding the public debt and the \$10,000,000 paid, under the treaty with Mexico, having but little exceeded \$48,000,000. If, in future years, there should be increased demands on the government, the revenue from customs may be expected to increase, so as to meet them, without the imposition of additional duties ; but if not, the propriety of taxation will then be, for the consideration of the constituted authorities.

Instead of a modification of the tariff and the reduction of the revenue from customs, many persons suggest, that we should repeal all tariffs, and establish the same free trade with foreign nations, that exists between the States of the Union, particularly those who deem the revenue now raised from imports, unjustly levied and extravagantly and wastefully expended. They urge, that the only remedy applicable to existing evils, is the experiment of free trade with foreign nations, and direct taxation on our people. I have considered that foreign nations, are not prepared for the same free trade, we enjoy with each other, and that we cannot have reciprocal free trade, without their consent ; and that until they agree to admit our productions free, it would not be expedient, to admit theirs, free, and allow them to tax our labor, when we do not tax theirs, in return. I have considered that free trade, if expedient, should be approached gradually, and *pari passu* with the advance to that end, by foreign nations, and that the modification and reduction of the revenue, as proposed, would be a movement in the right direction, which might be followed, when experience and the condition of our commerce with other nations, should justify it, and have contemplated the time, when the productions of each State, in exchange for the productions of the others, would constitute an abundant supply for most of our wants, at cheaper rates, than other nations could afford them, and make a resort, to other modes of raising revenue, a question of necessity ; but that, for many years to come, our national treasury would be supplied, from a tariff on

imports, and that in the modification and reduction, now called for, we should make it, as equal and just as possible, to our own people, and take away the discrimination now existing against us, principally arising out of the legislation of other countries, in contravention of the industry of our people.

The question of the tariff, and the propriety and mode of reduction, have been the subject of remark, in my former reports, on the finances. Further reflection has served to confirm me, in the views then taken, and to which the attention of Congress is again called, in addition to what is here said, and to what may be said, in response to the resolutions of the House of Representatives, of the 12th of August, 1856, calling for information of facts and suggestions, upon points connected with the subject.

At the instance of the Committee of Ways and Means, the House, on the 12th of August 1856, passed resolutions from A No. 1 to A No. 16, inclusive, and A No. 17, on the motion of a member. They accompany this report, and call for information and suggestions as specified in the resolutions.

The first resolution calls for a statement of the farming, planting, and sugar crops of the United States, for 1840 and 1850, as given by the census of those years, with an estimate of the crops of 1855, in tabular form. Statements Nos. 39, 40 and 41, of this report, give the information called for.

The second resolution calls for a statement, of the number of acres devoted to the various crops, in 1840 and 1850, with an estimate of the same for 1855, adding thereto such columns and figures, as may be necessary to exhibit, the increase and decrease, in the number of acres cultivated, in the principal crops in 1855, and the increased and decreased product per acre, with additional columns, showing the percentage of increase and decrease in acres, product per acre and aggregate product of each crop, together with such suggestions for the enlargement of the market, at home and abroad, as the Secretary of the Treasury may deem expedient. Statements Nos. 42 and 43 give the information called for, in this resolution, as furnished by the census of 1850, there being no data in that of 1840, and none upon which to make an estimate for 1855; and no data from which to furnish the other specified details. The suggestions requested, for the enlargement of the markets, at home and abroad, will be found in a subsequent part of this report.

The third resolution calls for information, on the wool-growing interest of the United States. Statement No. 44 gives the woollen manufactures in the United States, as shown by the census of 1840 and that of 1850, with an estimate for 1855, upon the same ratio of increase; and statement No. 45 exhibits the import and export of wool, for each year, from 1840 to 30th June, 1856; also the annual import and export of woollen manufactures, for the same period, with an estimate of the value of the wool, in the manufactured goods imported, in order to exhibit the quantity of wool, required for annual consumption, and the portion produced in the country. Statement No. 46 gives a recapitulation of the foregoing tables on wool, with the allotment, *per capita*, of the various exhibits therein contained, for the years 1840,

1850 and 1855; and statement No. 47 exhibits the number of pounds of wool produced and its value; the number of pounds of domestic wool exported and its value, and the home consumption; the number of pounds of wool imported and its value; the number of pounds of foreign wool re-exported and its value, and the home consumption, with the value thereof; the value of imported woollen manufactures and of those re-exported, and the home consumption, together with the total number of pounds of domestic and imported wool consumed, and the total value of domestic and imported woollen manufactures consumed, in the United States, for the years 1840, 1850 and 1855.

The fourth resolution calls for a statement and estimate, of the capital employed, in manufacturing wool in 1840, 1842, 1846 and 1856, designating the number of mills producing broadcloths, at said dates, with such suggestions in regard to the revenue laws, as the Secretary may deem expedient, for the permanent establishment of the wool-manufacturing interest, in the United States. Statement No. 44 gives the manufactures of wool, according to the census of 1840 and that of 1850, showing the rate of increase, between those periods, with an estimate at the same ratio for 1855; but the number of establishments in 1840, the census of that year does not give. There are no data in the department, from which the other specified details can be furnished. Suggestions upon the subject of this resolution, will be found in another part of this report.

The fifth resolution calls for information, on the present condition of the cotton-manufacturing interest, and for suggestions, how to promote the manufacture, of the finer fabrics in the United States, and enlarge the market for cotton, at home and abroad. Statement No. 48 gives the amount of cotton manufactures, as derived from the census of 1840 and that of 1850, with the estimate for 1855, at the same ratio of increase; and statement No. 49 gives the annual export of United States manufactured cottons, from 1840 to the 30th of June 1856, and the export of cotton, from the United States, during the same period; and statements Nos. 50 and 51 give an allotment, *per capita*, of the information contained in Nos. 48 and 49, for the years 1840, 1850 and 1855. These tables give the condition of the cotton manufacturing interest, and of the cotton-growing interest, from 1840 to 1856. The suggestions called for, will be found, in another part of this report.

The sixth resolution calls for information on the iron manufactures of the United States, also the manufactures of steel and iron and steel. Statements Nos. 52, 53, and 54, exhibit the manufactures of these articles, as taken from the census of 1840 and that of 1850, with an estimate for 1855, at the same ratio of increase, and statement No. 55 the export and import of iron and steel, and manufactures of iron and steel, from 1840 to 30th of June 1856, and the export of iron and steel and manufactures of iron and steel; also, statements Nos. 56 and 57, recapitulating the above tables, with the *per capita*, of the exhibits therein contained; and statements Nos. 58 and 59 give the prices of iron and steel, at the principal ports, for a series of years, which, combined, give the condition of the iron and steel interest, in the United States.

The seventh resolution calls for information, as to articles not produced in the United States, with reference to the enlargement of the free list. Statement No. 60 gives a list of articles imported into, and not grown or produced, in sufficient quantities in the United States. Most, if not all, other articles imported, are also partially produced or manufactured in the United States. The resolution also calls for information, on the leather, and manufactures of leather, in the United States. The census of 1850 does not furnish any information on the manufactures of leather. Statement No. 61 gives the export and import of leather, and the manufactures thereof, from 1840 to 30th June 1856; and statement No. 62 gives a recapitulation of the preceding statement, with the allotment, *per capita*, of the various exhibits therein contained, for the years 1840, 1850 and 1855. Statement No. 63 gives the annual importation of hides and skins, into the United States, from 1840 to 30th June 1856; and statement No. 64 gives a recapitulation of statement No. 63, and the various exhibits therein contained, for 1840, 1850 and 1855. The resolution also calls for information, as to the manufacture of glass, porcelain and stone ware, in the United States; statements Nos. 65, 66, 67 and 68 give the annual importations of those articles, from 1840 to the 30th June 1856, and the allotment, *per capita*, of the home consumption, for 1840, 1850 and 1855. The census of 1850 does not give these manufactures. It also calls for information, of the growth and manufacture of hemp and flax, in the United States. Statements Nos. 69, 70, 71, 72, and 73 give the importations of hemp and flax, and the manufactures of hemp and flax, from 1840 to 30th of June 1856, and the allotment, *per capita*, of the home consumption, for 1840, 1850 and 1855. The census of 1850 does not give these manufactures. It also calls for information, as to the coal, lead and copper interest of the United States. Statements Nos. 74, 75, 76, 77, 78 and 79, give the importations of the same, from 1840 to 30th of June 1856, and the allotment, *per capita*, of the home consumption, for 1840, 1850 and 1855. The census of 1850 does not give these manufactures. It also calls for the growth and manufacture of silk, in the United States. Statements Nos. 80 and 81 give the information according to the census of 1840 and that of 1850, and the importations of silk and manufactures of silk, from 1840 to 30th June, 1856, and the allotment, *per capita*, of the home consumption of foreign silk and manufactures of silk, for 1840, 1850, and 1855. The census of 1850 does not give these manufactures.

The eighth resolution calls for, information as to the shipping interest of the United States, with a statement of the tonnage employed in the foreign, lake, coasting and river trade, and the railway and carriage tonnage. Statements Nos. 12 and 13 give the tonnage of the United States for each year, from 1789 to 30th June 1856, and exhibit the sail and steam registered tonnage, engaged in the foreign trade, and the enrolled and licensed sail and steam tonnage, engaged in the coasting, lake, and river trade, and the States where the same is registered or enrolled; and to which it belongs, for the fiscal year 1856; and statement No. 82 gives the number of railroads, with the length of the road, capital invested, earnings, and profits, with the number of persons and tons of freight carried, within the year.



The ninth resolution calls for information, as to the aggregate amount of federal, State, city, county, railroad, canal and other corporate debts, held in Europe, on the 30th of June, 1856 specifying the same separately, as far as the same can be ascertained. Statement No. 83 gives an estimate thereof from the best data, within the knowledge of the department.

The tenth resolution calls for a statement of gold and silver coined, at the United States mint and branches, from 1793 to 1st July, 1856. This information is given in statement No. 8 of this report. It also calls for a statement of the entire cost of coinage, since the establishment of the mint, including buildings, machinery &c. This information is given in statement No. 84 of this report, showing the cost of ground, buildings, machinery and repairs, separately, from that of coining. It also calls for, an estimate of the amount of gold and silver, now remaining in the United States. This information is given in statement No. 85 of this report.

The eleventh resolution calls for, a statement of the export and import of gold and silver, from 1793 to the 1st July, 1856, with such suggestions to prevent and restrain the export thereof, as the Secretary may deem relevant to the establishment of a sound, stable, and healthy hard-money currency, and to retire the small denominations of bank bills, as fast as, gold and silver can be obtained and substituted. This information, from 1820 to the 1st of July, 1856, is given in statement No. 10 of this report. No account of the export and import having been kept at the custom-house until 1820, the department has no means of giving it, prior to that year.

The twelfth resolution calls for suggestions, as to the method of stimulating and increasing the export of agricultural and other productions of the United States, with a view of preventing the export of the precious metals, stocks and bonds, by requiring and making it the interest of foreign nations, to take our surplus agricultural and other productions, instead of making it their interest, to take our gold and silver, to purchase wheat, cotton, tobacco &c., from other nations. Remarks upon the suggestions, called for in the eleventh and twelfth resolutions, will be found in a subsequent part of this report.

The thirteenth resolution calls for a report of the frauds and under-valuations in customs, under the acts passed the 30th of August 1842 and 30th July 1846, designating the number of cases, and the amount of frauds and under-valuations, which occurred under the respective acts; and the fourteenth resolution calls for a report, as near as practicable, of the amount and proportions of imports, made by American-born citizens, on their own account, and the amount imported by citizens of foreign birth, aliens and citizens of other countries. The regulations of the department did not require accounts and returns, from which the information, called for in the thirteenth and fourteenth resolutions, could be given. Circulars were sent to some of the principal custom-houses, for the required information, but all did not appear on their books, and it was found to involve too much labor to give what did, and the disposable force in the custom-houses, could not have furnished it, in time to be laid before Congress, at the present session. Certain information was then called for, to enable the department to

make a reliable estimate, which will be found in statements Nos. 86 and 87.

The fifteenth resolution calls for a report of the advantages and disadvantages of specific and ad valorem duties, in reference to the interest of the country, and the frauds of, and under-valuations incident to, the two classes or systems of duties; and the sixteenth calls for a report upon the advantages and disadvantages of the home valuation system, in the collection of customs, as adopted and practised by the British government, with reference to its incorporation into the revenue laws of the United States. Remarks upon the subject-matter of the fifteenth and sixteenth resolutions, will be found in the after part of this report.

The seventeenth resolution passed by the House of Representatives at the same time, calls for a report, under specific heads, of the amount of appropriations and expenditures of every kind incurred by the government, annually, since the 30th of June, 1825, in the construction, repair, rent and preservation of custom-houses; the cost, expense and maintenance of revenue cutters and other vessels engaged permanently and temporarily in the revenue service, and the amount of all other expenditures incurred in, or resulting from, the collection of the customs, or duties on imports, since the above date. The information called for is given in statement No. 88 of this report, with the items separate on the Atlantic and Pacific coasts.

The statistical information called for in the first and second resolutions, taken in connexion with the information given in the statistics of this report, places before Congress the whole information, within the reach of the department, upon the agricultural, planting and manufacturing interests of the United States, as they existed in 1840 and 1850, and the basis for an estimate as to the present condition thereof, sufficiently accurate, for any practical purpose.

The statistics upon the production and importation of wool, and manufactures of wool, have been prepared with care, in order to place the questions, connected with the production and importation of wool and manufactures of wool, involved in the proposition, to admit wool as a raw material free of duty, fully and fairly before Congress. It will be seen that in 1840, according to the census of that year, we manufactured woollen goods, to the value of \$20,696,999, and that in addition, we imported manufactures of wool, to the value of \$8,652,785; making our consumption of the manufactures of wool \$29,349,784, and the consumption of \$1 71 $\frac{2}{10}$ ¢ for each person, then in the United States. The census of 1840 does not give the number of factories devoted to, nor the capital employed in, the manufacture of wool. The census of 1850, shows there were 1,559 factories in the United States, with \$28,118,650 of capital, devoted to the manufacture of wool, with the particular States, in which the factories were situated; also, that the manufactures of wool amounted to \$43,207,545, and we imported manufactures of wool to the value of \$16,976,575, making our consumption of manufactures of wool \$60,184,120, and the consumption of \$2 59 $\frac{1}{2}$ ¢ for each person in the United States. If we estimate the increased value of our woollen manufactures, since 1850, at the ratio of the increase between 1840 and 1850, it gives our manufactures of wool at \$56,406,786, for

the year 1855; and we find the value of our importations of manufactures of wool, for the year 1855 \$23,297,384, making our consumption \$79,704,170, and \$2 93 $\frac{1}{10}$  as the consumption of each person, then in the United States. These tables also show, at the periods of 1840, 1850 and 1855, the value of the wool produced in the United States, and also the value of wool imported into the United States, at the same periods, less the exports of wool. They also show the value of the wool, in the imported manufactures of wool, at each of those periods, estimating the value of the wool, at one-third of the value of the imports, and exhibit the value of the wool consumed by each person, in 1840 at 71 $\frac{2}{10}$  cents, and in 1850, at 75 $\frac{1}{10}$  cents, and in 1855, at 93 $\frac{1}{10}$  cents; and that we consumed, in 1840 \$3,704,092 more than we produced, and in 1850, \$7,317,771, and in 1855, \$9,678,690. There are no data, from which to exhibit, the number of factories, nor the amount of capital, employed in the manufacture of wool, in 1855, nor the character of the goods manufactured; but it is represented that all our factories heretofore engaged in the manufacture of broadcloths and the finer woollen fabrics, have been forced to abandon that description of manufacture, and yield our markets for those articles, to the foreign manufacturer. These tables show that in 1855, we consumed \$23,297,384 of the manufactures of wool, more than we manufactured, and that we consumed \$9,678,690 of wool, more than we produced, estimating the wool in the manufactured article, at one-third of the value. Now we import \$1,940,697, of wool for our manufacturers, who pay a duty of 30 per cent. upon it; and we import \$23,297,384, of the manufactures of wool, on which we pay different rates of duty, viz: 30 per cent. on part, 25 per cent. on part, and 20 per cent. on part; whilst with wool free of duty in other manufacturing countries, the duty operates a discrimination against the labor and capital of our own people. This is peculiarly the case, as to the coarser fabrics, which we admit at a less duty, than we impose upon wool.

The climate of the United States is such, that manufactures of wool are used winter and summer, in some of the States, and in the winter months, in all, and the finer fabrics are used in all. It is an article for clothing and other uses, that our climate and our habits do not permit us to dispense with, and which our people can and will manufacture for themselves, if our tariff laws are arranged, so as not to discriminate against them, and in favor of other manufacturing nations.

When we first imposed a tax on foreign wool, Great Britain and other manufacturing nations taxed it also, and as high as we taxed it. We discriminated in the tax upon the manufactures of wool, imposing a higher tax upon the finer fabrics; whereupon Great Britain and other manufacturing nations repealed their tax on wool, and secured to their manufacturers, the advantage of obtaining the raw material, free of duty. This advantage over us they will continue to enjoy as long as our tax is continued. The reasons why they admit wool free, are to be found in the fact, that they manufacture more than they produce, and it is necessary they should be able to sell cheap, in order to enter advantageously the markets of the world, and it may be, also, to secure the market of the United States, to the suppression of manufacturing in



this country. We also manufacture more wool than we produce, and consume more manufactures of wool than we manufacture, and continue our tax on wool. The duty on wool was imposed to promote its production in the United States, and was expected to enhance the price. It has failed to secure the object for which it was imposed. The production has not kept pace with our population and consumption of woollen manufactures, and although the prices have been fair, they have not been such as to make wool-growing as profitable a pursuit as many others in the country. In the trial of ten years under the tariff of 1846, there is no greater production of wool, in proportion to the population, than there was prior to that time. It is said we do not produce the inferior priced wools, costing twenty cents per pound, or less; nor the higher priced wools, costing fifty cents or more to the pound, and that it is the lower and higher priced wools, that we import, for our manufactures, and that the duty has no effect, and does not enhance the price of the wool that we produce. In consequence of which, we are undersold in our own markets, in both the finer and coarser fabrics, and that the repeal of the tariff on low and the higher priced wools, would not affect the price of the wool we produce, and would enable our manufacturers to use more of our wool, by judicious mixture with foreign wool, and give them a fairer competition for the home market, and induce the manufacture of the finer fabrics in this country. There would be difficulty in the execution of such a tariff, because it would be the interest of the importer, to put the foreign value of his wool, above the fifty or below the twenty cents, to obtain free entry. It is believed these causes would render the tax uncertain and unpopular, and make free trade in wool more desirable and more beneficial, to the wool-grower as well as the manufacturer. In Great Britain, the tax on the foreign wool, when it was as much as sixpence a pound, did not enhance the price to the English wool-grower, although it had been imposed and continued, as well to encourage the growth of wool at home, as for revenue. The English prices current and statistics show that the price of wool ranged higher, the very first year after the duty was repealed, than it had for years before, and has continued to range higher ever since. It is confidently believed such would be the case in this country, if the duty on the importation of wool was repealed, thereby giving our manufacturers wool, on the same terms the foreign manufacturers obtain theirs, viz: by purchase in the open markets of the world, and that they would be encouraged to increase and extend their business, in order to enjoy the benefit of the home market for their goods, the consequence of which would be, a constant and greater home demand, at higher and better prices.

The ratio at which our population is increasing, will render necessary a continued increase, in the manufactures of wool required for consumption. The importance of a home-supply, of this useful and indispensable article of clothing, calls for the most careful investigation of the effects of our laws, and a prompt remedy by their repeal, wherever they shall be found prejudicial, to a constant and cheap supply, from the capital and labor of our own people.

In 1790, but little manufacturing was done in the country, as a distinct business. Nearly all that was done was in private families, for

domestic use. Now manufacturing is a separate pursuit, and immense capital is employed in its various branches. In 1840, the value of our manufactures was returned in the census of that year, at \$483,278,215, and in 1850, they were returned in the census of that year, at \$1,055,595,899. The ratio of increase makes our manufactures for 1855 \$1,391,031,293. In this result, we recognise the fact that we have become a great manufacturing people, and the tables accompanying this report prove, we are likewise a great agricultural and commercial people. An impulse, in accordance with the national sentiment, was given to manufacturing, by the imposition of duties on imports in our first revenue laws, and the impulse was increased, from time to time, by the imposition of additional duties. At first we manufactured the coarser and more bulky articles required by our population : gradually we have extended our operations, to a great variety of articles, and to some requiring much skill in the execution, and now our manufacturers are in possession of the home market, in a great variety of articles. In 1790, our planters raised no cotton for exportation ; now it is the great crop of our planting States, and they furnish it, as a raw material to the manufacturing States, as well as to foreign nations, and now we manufacture the coarser cotton goods for the consumption of our entire population, and export near \$7,000,000 annually, to foreign countries. Our manufacture of cotton in 1840 was \$46,350,453, in 1850 \$61,869,184, and the same ratio of increase in 1855, would give \$70,964,712.

The history of the rise and progress of our manufactures, as given in the tables of this report, together with that of the growth of cotton and other productions, is suggestive of all that is required to extend our cotton manufactures, to that of the finer fabrics, and to the enlargement of the home and foreign market, for our cotton and cottons, and, indeed, for all branches of our manufacturing and agricultural productions. Allow the incidental protection of a revenue tariff, and place our manufactures and productions upon the same beneficial footing, that foreign manufacturers and producers enjoy, in our own and foreign countries, by taking off the duty we now impose on the raw material, and give them fair and equal competition, for the home and foreign markets, and we may safely leave all the rest, to the skill and enterprise of our people.

Iron and steel being articles of general use, in all our States and Territories, and necessary in the prosecution of all industrial pursuits, the annual consumption and the annual home production and import, become a matter of solicitude with many, and of interest to all. It appears from the census of 1840, that we produced and manufactured iron and steel, that year, to the amount of \$29,909,162, and that we imported iron and steel, and the manufactures of iron and steel, to the amount of \$7,088,739, and exported iron and steel, and the manufactures of iron and steel, to the amount of \$1,104,455, leaving for consumption \$35,893,446 ; and from the census of 1850, that we produced and manufactured iron and steel, that year, to the amount of \$60,485,653, and that we imported iron and steel, and the manufactures of iron and steel, to the amount of \$17,524,459, and exported iron and steel, and the manufactures of iron and steel,

to the amount of \$1,911,320 ; leaving for the consumption of the year, \$76,098,792. The same ratio of increase, in the production and manufacture of iron and steel from 1850 to 1855, that is found to exist between the years 1840 and 1850, gives the production and manufactures of iron and steel for 1855, at \$78,406,538. To this add \$23,945,274, for the amount of the imports of iron and steel, and manufactures of iron and steel, for the year 1855, first deducting the export of those articles, and there is iron and steel, and the manufactures of iron and steel, to the amount of \$98,598,340, for the consumption of the year. The estimate of \$78,406,538 for the year 1855 is, no doubt, some ten or fifteen millions less than the production.

A comparison of the population of 1840, with the production and manufacture, import, export and consumption of iron and steel, and manufactures of iron and steel, and the like comparison of the population of 1850, with the production and manufacture, import, export and consumption of those articles in 1850, extended by estimate, for the production and manufacture in 1855, and by the import and export and amount left for consumption of that year, places the subject fairly before us, in connexion with our past and future supplies and future wants. The table of prices at Boston, New York, Philadelphia and Baltimore, for the last seventeen years, furnishes the fluctuations in the prices of bar iron, and a criterion for the value of the other descriptions, and proves that this indispensable article, like all others, obeys the laws of demand and supply, in affecting the profits of the producer and manufacturer, operating favorably or unfavorably, upon the amount prepared for general use.

We have in the United States more iron ore and more coal, with the usual fluxes, in convenient connexion and of cheaper access, than all the other civilized nations of the world, and have the necessary capital, skill and labor to produce all the iron and steel, and manufactures of iron and steel, required for our consumption, or that may be required for our consumption, for centuries to come, and also to enable us to supply the markets of other countries, in fair competition, with the iron and steel of other nations. These tables show that our production of iron and steel, and manufactures of iron and steel, was greater, in proportion to population, in 1850, than it was in 1840, and that it was greater in 1855, than it was in 1850, giving us the right to assume that, influenced by the same causes, it will be greater in 1860 than it now is, and in time, will be sufficient for our own consumption, and then give us a surplus for export. But taking into consideration our present population, and accumulated capital, with the amount of capital, annually, drawn from other countries, in the course of emigration, and the great cost of carriage, to the interior of our country, with the late improvements, in the modes of production and manufacture of iron and steel, it would not be rash, to expect a full supply for our own consumption, between this and the returns of the census of 1870.

The tax upon iron and steel, and the manufactures thereof, because of their general use, in all sections and in all industrial pursuits, has been considered as equitable and fair a tax, as it was possible to im-

pose upon the country; consequently no material change has been contemplated or recommended; but if continued at present rates, it is not supposed the same amount of revenue will continue to be derived from it, even should the use of iron, as no doubt it will, be extended to many other purposes, and be consumed in much greater quantities. In commercial intercourse with other nations, based upon equivalent exchanges, as it must always be, if profitable and continuous, we may well look forward to the time, when we shall produce, within our own limits, all articles that are essential to national defence, and the use and comfort of our own people; and of these there is none more necessary to the defence of the country and the use and comfort of the people, and of which we have better means of producing in the country, than iron and steel, and the manufactures of iron and steel. Yet the production should not be stimulated, by unequal and unjust taxation, nor the period of an abundant supply, from our mines and factories, retarded by impolitic legislation. The home production, of iron and manufactures of iron and steel, is on the increase. The tables prove the production and manufacture of these articles, have increased with our increased population, and that we import less, in proportion to our population and consumption, than formerly.

Statement No. 60 gives the articles not grown or produced in the United States, as called for in the resolutions. They are not, all raw material used for manufacturing purposes. The making such of them free, as are so used, would not accomplish the object aimed at, in the proposed reduction of the revenue, by that mode. There are several articles partially produced in this country, but not in sufficient quantity, to supply the demand, which might be admitted to free entry, without prejudice to any home interest, and among them are wool, silk, hides, &c. Statements Nos. 61, 62, 63 and 64 give all the information upon the subject of hides, skins, and leather and the manufactures of leather, within the control of the department. The demand and supply of hides, skins, and leather, and manufactures of leather are matters of great and growing interest to the country. Statements Nos. 65, 66, 67 and 68 give the annual importation of glass, porcelain and stone ware, for the last seventeen years. The census returns of 1850, give no account as to the production and manufacture of those articles, in the United States, in consequence of which, the department is not able to furnish the additional information called for, in relation to them. It is known, however, that these articles are manufactured in the country—glass and stone ware to a very considerable amount—and the manufacture is being rapidly extended, so as, more and more, to meet the home consumption. The manufacture of porcelain, although introduced, has not increased much, and may be expected to be among the last, that will fully supply the home demand. Statements Nos. 69 and 70, in giving the growth and manufacture of hemp and flax, in the United States, and the importations of hemp and flax, and the manufactures of hemp and flax, show the home demand and home supply, and the foreign supply, and prove that the home supply, is not adequate to the wants of the country. Statements Nos. 71, 72 and 73 give the importation of these articles, for 1840 and 1850, with an estimate for 1855. The

census of 1850, does not give the home production of coal, lead and copper, and the department is without the means of giving the residue of the information called for, yet it is known that the country contains coal, lead and copper, more than adequate to supply all the wants of the country, and that the home supply, is on the increase. Statements Nos. 80 and 81 give the growth and manufacture of silk, in the United States. The department has not the means of giving the number of establishments, engaged in the manufacture of silk, nor the character of the articles manufactured; yet it is known there are numerous establishments engaged in the manufacture of silk, on moderate scale, and that sewing-silk, ribbons and various articles are manufactured. The statement also exhibits the importations of silk, and the manufactures of silk, for the last seventeen years. The extended and increased consumption of the manufactures of silk, induces large and increasing importations, whilst the growth of silk, when compared with population, is on the decline, and the home manufacture, on the increase. The tax on foreign manufactures of silk, from the general and extended use thereof, is considered expedient, and as just and equal, as can be imposed on any importations, and peculiarly proper, taken in connexion with our commerce with the countries, from which we obtain our principal supplies. The admission of raw silk, free of duty, would injure no home interest, and might, in time, so increase our manufacture of the article, as to reduce foreign importations. The manufacture of glass, porcelain, stone-ware, the mining of coal, and productions of lead and copper, and the manufacture of silk, may be expected to be increased and extended, so as to take possession of the home market, in less time, than it has taken the production and manufactures of cotton, to gain their present prosperous possession of the home market.

It will be seen by reference to statement No. 12, exhibiting the United States tonnage, engaged in the foreign and coasting trade, from 1789 to the 30th of June, 1856, that the tonnage on the 30th of June 1856, is 340,349, less than shown by the statement for the 30th of June 1855. This has arisen in part from a stricter examination of the returns of former years, and a correction, by striking out vessels formerly sold without the United States, or lost by marine and other casualties. This statement exhibits the sail and steam tonnage, separately, and shows there has been a regular progressive increase, with our increasing population and commerce, although retarded at times by the accidents of war, the casualties of trade and commercial difficulties. It also exhibits the registered tonnage, which is alone authorized to engage in the foreign trade, separately, from the enrolled and licensed tonnage, which is only authorized to engage in our coasting trade, with partial exceptions, on the northern lakes, and of vessels in the coasting trade, authorized to touch at Cuba; and statement No. 13 exhibits the States and ports, in which the sail and steam tonnage is registered, enrolled and licensed, and consequently where it is owned.

The use of steam tonnage, in the commerce between the United States and other American nations, and Great Britain, France, and other commercial nations, may, and it is thought by some will,



considerably, reduce the sail tonnage used in commerce, and that cheaper capital in Great Britain, will give to that nation an advantage, over the United States, in steam tonnage, and the carrying trade of our own and other countries, and they attribute the reduction of our tonnage, to that cause. This may be so, to some extent, but no continued reduction of our commercial tonnage is apprehended; nor is it apprehended there is any just reason to suppose, our enterprising shipbuilders and merchants will surrender, the navigation of the seas, to Great Britain, and place that nation in possession of the carrying business of the world; yet the subject is one of interest, and calls for a careful examination of our tonnage laws, and the removal of all impediments, to an equal and fair competition, for our foreign trade and the trade of other nations.

When our navigation laws were first enacted, in 1789, the registered tonnage of the United States was secured, against the protecting navigation laws of other nations, by countervailing or protecting provisions. Such provisions were, from time to time, extended, so as to countervail the prohibitory enactments, of the commercial nations, with which we had intercourse. These commercial restrictions have gradually yielded to the more liberal principles of free trade, in the transportation of freight and passengers, until in that business, we have free trade with almost all the nations of the earth, only marred, by the charge of light-money to our vessels, where we charge none. This removal of restrictions, in our commercial intercourse with other nations, in the carrying business, has not been prejudicial to our foreign commercial marine. The burden of light-money, to which our tonnage, in the ports of Great Britain and other commercial nations, is subject, should be removed by mutual agreement, or countervailing legislation on our part, and the tonnage duty, now charged on our vessels, in the ports of France and some other countries, and on their vessels, in our ports, should, by like mutual agreement, be taken off, and port charges equalized.

The coasting trade of the United States has, from the beginning, been strictly reserved for vessels, built within the United States, and owned by citizens of the United States, to the exclusion of foreign-built and foreign-owned vessels. The American tonnage engaged in foreign trade and in the coasting trade, has been American-built, and has had the absolute protection of our laws, and the licensed tonnage absolute protection, in the carrying trade on our coast, and in our own waters. The protection given to our foreign commercial and to our coasting commercial marine, has secured a large and efficient body of skilful officers and sailors, at all times, ready for the defence of our cities and coast, for repelling aggression on our commerce, and for manning our ships of war. In the protection given to our shipping interest, for the purpose of having, at all times, the power to repel foreign aggression and protect our coast and trade, there appears to have been but little division of sentiment, from the earliest times, to the present, whilst the yearly increase of our tonnage, proves the wisdom of our laws in this particular. We have no data to ascertain the annual number of persons, or the annual tons of freight carried, in our coasting trade, nor the value thereof. Each person must make his own

estimate of the tonnage employed, and the average number of trips the vessels can make, combined with the facts that capital constantly tends to that business, and the growth of our enrolled and licensed tonnage keeps pace, with our increasing population and wealth. To exhibit in connexion with the tonnage employed in our coasting trade, the passengers and freight transported on railroads, the department has had prepared statement No. 82 accompanying this report, of most of the railroads in the several States and Territories, showing the capital invested, the length of road completed in each of them, the annual number of passengers and tons of freight carried, and other interesting statistics of said roads. The amount of coasting tonnage, and the annual number of tons of freight transported on our railroads, with an estimate of that carried by other modes of transfer, exhibit the magnitude of the means required for our internal trade.

A reference to the table of production, taken from the census of 1840, will show that our agricultural and manufacturing production in that year, amounted to \$1,006,133,599 ; and a reference to the like table of production, taken from the census of 1850, will show the agricultural and manufacturing production, for that year, to have been \$2,012,520,539, and the ratio of increase. A like ratio of increase, for the five succeeding years, gives \$2,602,363,924 as the value for the year 1855. Suppose \$1,000,000,000 to be consumed at the places of production, and there is left \$1,602,363,924 of production, as the basis of our foreign and internal trade, and the source from which we derive profitable employment, for our registered and licensed tonnage and our railroads. Take fifteen per cent. of this for our foreign trade, which is about equal to our exports, and there is left \$1,352,009,336 for our internal trade, constituting the commercial ligament, that binds us together, as one nation and one people. There is no tax or tariff upon the transportation of the articles, of which our internal trade consists, from one place to another, within any of the States and Territories, nor upon the articles themselves ; the cost of transportation is the only burden, on the free interchange, over and above the cost of the article, and the profit of the producer or dealer.

The effect of reciprocal free trade is shown by statement No. 29, of our commerce with the British North American provinces, before and since the reciprocity treaty, which went into effect in 1854. In 1853, the exports of American produce to those provinces amounted to \$7,404,087, and our imports from them to \$7,550,718 ; whilst, in 1856, the exports of American produce to said provinces amounted to \$22,714,697, and our imports from them to \$21,310,421.

The combined tables accompanying this report, exhibit our population and elements of greatness in 1790, shortly after the adoption of the constitution and the organization of the government under it, making us, in many respects, one nation and one people. They also exhibit our present population, with all the accumulated wealth of sixty-six years, and all the elements for increasing wealth and greatness, for years to come. We have existed as States and a nation, under wise and equal laws, justly and impartially administered, and have been a constitution and law abiding people, with but occasional

State and individual exceptions. Why may we not hope the history of the past, is to be realized, in our future progress? Under State and national constitutions, we have had free trade with each other, the products of one State supplying the wants of another, and stimulating the industry, enterprise, and prosperity of all. Calls are made for suggestions, for the increase of our internal and foreign trade. Under a conviction that we were collecting, under the existing tariff, more revenue, than a present economical administration of the government, and a wise and prudent outlay for the future, made necessary or called for, and also under the conviction that an overflowing treasury, would induce wasteful and extravagant expenditures, a modification of the tariff of 1846, and a reduction of the revenue from customs, was suggested in my first report, on the finances, and renewed in both my subsequent reports, and is now again repeated, with, if possible, a firmer conviction of its necessity and propriety, and for the same reasons, and others that could be named.

The suggested reduction of the revenue, was, by an enlargement of the free list, so as to admit some articles of consumption and the raw materials used by our manufacturers, to free entry, and lessening the duty on other imports. It was thought that the duties from customs, could well be reduced to some forty-eight or fifty millions of dollars, and leave an ample sum, for all the wants and requirements of the government, including the redemption of the public debt, as it should become due. It seemed to me, that good policy required the raw material used in our manufactures, to be exempt from duty, and our manufacturers placed on an equality, with those of Great Britain and other manufacturing nations, who admit the raw material to free entry. A tax upon the raw material is calculated to increase the cost of the production, by the profits of the importer on the tax on the raw material, and the profits of the manufacturer on his outlay for that tax, and the importer's profit thereon, and of the merchant through whom, it passes to the consumer, interfering with the manufacturers' enjoyment, of both the home and the foreign market, on the same advantageous terms of the manufacturer of other nations, who obtains the raw material, free of duty. A single example illustrates the case: Great Britain admits wool, a raw material, free of duty, and the United States impose upon it, a duty of thirty per cent. This enables the English manufacturer to interfere with the American manufacturer, in the American markets, and to exclude him, from the foreign market. It does more: it surrenders the markets of the countries producing the raw material, to the nations who take it, free of duty. Our manufacturing and commercial States enjoy the markets of our planting and provision States, because there exists no impeding duty, giving preference to foreign nations; but our manufacturing, commercial and provision States do not enjoy the markets of Mexico, Central and South America, and the West Indies, nor of other nations inhabiting the shores of the Pacific, because these nations do not manufacture, and have but little else for commercial exchange, than the raw material, which we tax, and other nations take, free of duty, in exchange for manufactures and other productions; and although we are more favorably situated for commercial intercourse, with them, we yield the



trade to the European nations. Had the suggestion for the admission of the raw material—the productions of those countries—free of duty, received a favorable consideration at the first session of the thirty-third Congress, we would have been importing the raw material, the productions of those countries, in our ships, and those countries would have been taking from us, in exchange, the productions of all sections of the Union. With prejudices and antipathies lessening, we would soon have become bound to them, and they to us, in the strong and enduring ligaments, of mutual and beneficial commerce. Additional employment would have been secured to our tonnage, and additional markets, for our manufactures of cotton and other products. Mexico, Central America, South America, the West Indies, and other nations on the shores of the Pacific, would have been learning to confide in us, and we would have had an increased interest, in the stability and prosperity of their governments. The enlargement of the free list, and the admission of the raw material, is suggested, as the best and surest mode, of giving increased beneficial employment to our tonnage, and increased beneficial markets, for our manufactures and other products, and of cultivating amity and friendship, with our southern neighbors, and also the best mode, of promoting our own prosperity, next after the mutual free trade, we enjoy with each other. Mutual beneficial commerce is all that is required, to establish, with these nations, lasting relations of peace and friendship, and remove from their minds all apprehension, from our expansion. We should seek commerce, and not dominion. When they shall know and feel that commerce, alone, is our object, and that it is as beneficial to them, as to us, we shall win their confidence, and our friendship will be lasting.

It will be seen that the total gold and silver coinage of the United States Mint, from 1793 when the mint was established, to 30th September, 1856, has been \$549,341,914 14, and that the entire import from 1820, when the account was first kept, has been \$293,505,743, and the export \$436,587,354—there being no account of the imports and exports, prior to 1820.

It is not deemed possible for an agricultural, manufacturing and commercial nation, to prevent the export of gold and silver, because in commercial transactions, gold and silver, besides being a measure of value, constitute articles of commerce, and must obey the laws of demand and supply. The export may be restrained, by having gold and silver currency of a fixed value, and allowing the circulation of no bank-notes, or no bank-notes not convertible into gold and silver, on demand, and a foreign commerce that calls for larger exports of other articles, than the wants of our citizens make it necessary to import; but whilst gold and silver continue products of our mines, and remain articles of commerce, internal and external, requiring equivalent exchanges, the export and import of gold and silver will continue, and should be no cause of alarm. The desideratum of a sufficient uniform currency, of a fixed value, in all the States and Territories, is all that is required, so far as currency is concerned, to secure a sound and healthy foreign and internal trade. A currency, partly composed of bank-notes, has a liability, and to some ex-

tent a tendency, to excess, against which convertibility into gold and silver, on demand, is no security; nor is the confining discounts to notes and bills, representing real transactions, a security and never will be, whilst there is such a thing as over-trading and over-production; and for the same reasons, a pure metallic currency, would not constitute a perfect security, against a diminished or redundant supply. Coin vanishes under the influence of wars or apprehended wars; internal revolutions and strifes; political alarms and apprehended political changes; a deficiency in the grain crops, requiring large importations from other countries; the explosion of mercantile speculations; and a continued unfavorable course of foreign trade.

The establishment of a pure metallic currency, would require the withdrawal of the corporate authority, given by State charters, to 1,398 banks, to issue and circulate bank-notes as money, and the consequent withdrawal of \$195,000,000, now circulated by them. Congress has no power to act upon the charters, granted by the States, and the States may be without power, during the continuance of the charters, and certainly would not agree to make a surrender of the power to Congress; therefore, a pure metallic currency may be set down, as impracticable, under our constitution and our laws, to say nothing of the sentiment of our people. Statement No. 32 gives, as expected, an increase, in the number of chartered banks in the United States, and an increase, in the capital employed in them. They constitute commercial agencies, with \$344,000,000 of capital. They maintain a circulation of nearly \$200,000,000 of bank-notes, and afford such valuable facilities, to all branches of our industry, as to make it undesirable, now, to dispense with them. Their circulation may be so regulated as to give it practical uniformity and stability, by withdrawing their smaller denominations, of notes, and allowing the gold and silver coinage to take their place. The bank reports do not give the several denominations of notes, and amount of each in circulation, but leave it to an estimate of those of \$5 and under, which may be set down, at one-fourth of the whole, or \$50,000,000.

In 1844, before the gold mines of California were discovered, the amount of gold and silver in the country, was estimated at \$100,000,000. The imports, and the receipts of bullion at the mint from our mines, after deducting the exports, up to the 30th September, 1856, have added at least \$150,000,000 to the amount of gold and silver in the country, without taking into consideration, the amount brought in by emigrants and returning travellers, nor the amount carried out by travellers and merchants, not entered at the custom-house, nor the amount, used in our manufactures or employed in the arts. The superintendent of the mint estimates the gold and silver remaining in the country at \$200,000,000, on the data stated in his communication accompanying this report; and the department at \$250,000,000, upon the data and for the reasons, stated in my last report. But whether it be the one or the other, there has been added to the gold and silver from \$100,000,000 to \$150,000,000, since the working of the mines in California. This affords satisfactory proof, that the

\$50,000,000 of small-note circulation, could be supplied from our own mines, in the course of three or four years, without deranging our currency, or oppressing any branch of productive industry. The only difference would be the supply of a home demand, instead, of a foreign demand, and the consumption of a less amount of foreign merchandise. This, a healthy operation of trade would soon accomplish. It remains to inquire, in what manner, provision can be made to have the small-note circulation withdrawn, and prohibited. In some of the States, there are no chartered banks, and other of the States have not authorized the issue of small notes; whilst others, under a conviction of the ill effect upon the currency, and upon their productive interest, have prohibited their issue and caused their withdrawal. This is the result of a correct and corrected public sentiment, and may be expected sooner, or later, to extend itself to the other States, and thus accomplish the entire withdrawal of small notes, and the substitution of gold and silver, in their stead, for all the small daily transactions, including the payment of wages. This may not be accomplished for years; but justice to those compelled to use small notes, and to those States, that have not used, or have prohibited their use, in connexion with the losses, a failure to redeem them on demand, always inflicts upon labor, or such a use of them, as to render presentation for payment impracticable, and the infliction of a like loss, may well induce an amendment of the constitution, giving Congress authority to prohibit and restrain their use, and induce such an amendment to be called for by the States that have not used, or have ceased to use, them. At present, an attempt to prohibit and restrain the issue and circulation of small notes, by a resort to taxation, or by applying bankrupt laws to these corporations, would be premature. In my former reports, the subject has been brought to the attention of Congress, with a view to the full consideration of the evil and danger to our currency, from their continued use, under the hope that Congress, or the States authorizing their issue, would take action, to extend the restriction and make it general.

If the small notes are withdrawn and prohibited, it is believed the operations of the treasury, in the collection and disbursement of the national revenue, would be as salutary a restraint upon the banks and upon commercial transactions, as could be interposed, and all-sufficient to secure as sound, healthy, and uniform a currency, as it is practicable to have.

An examination of the bank reports shows that the profits of banking, in the great cities and commercial centres arise, principally, from the use of the large deposits kept by merchants, and capitalists in their vaults, whilst the profits of banks, in the rural districts, arise, principally, from the substitution of their notes for money, viz: from circulation. The banks with large deposits, in prosperous times, rely that the loss from withdrawals, will be supplied by other deposits; and the banks of circulation, that the new issues on loans and discounts, will give the means, for the redemption of returning notes. It requires the same character of prudence and foresight, to be able to pay deposits, and to be able to pay returning notes. The new feature in banking, presented in the last bank report, showing the extent of capital employed in unchartered banks, proves banking, a popular as well as

a profitable pursuit, even without the privilege of substituting bank notes for money. The chartered banks are mostly confined, by their charters, to the legitimate business of banking, viz: dealing in money; and as they are joint-stock companies, they generally obtain men of integrity, prudence, and experience to conduct their business, and encounter, only, the hazard of improvident losses and discounts, to their customers; whilst the unchartered banks, encounter the same hazard from improvident discounts, and also the temptation to engage portions of their capital, in outside speculations. Banking, whether in chartered or unchartered banks, confined to the legitimate business of dealing in money, with prudence and skill, encounters less hazards, than most other mercantile pursuits. The one thousand three hundred and ninety-eight chartered banks and branches, with a capital of \$344,000,000, and the private banks, with a capital of \$118,000,000, constitute so many establishments, dealing in money, as an article of trade and commerce. They are managed by a large corps of intelligent, experienced, and practical men, who, in the general, control them with great integrity, skill and judgment, not only for the interest of the stockholders and the proprietors, but for that of the public. This conclusion is warranted by the few instances of bankruptcy, or embarrassment presented in the year, or a course of years, and by the absence of great fluctuations, in the amount of their circulation and discounts. However, great vigilance should be bestowed, on the operations of banks, and they should be rigidly confined, to the legitimate business of dealing in money.

The most objectionable feature, in contemplating these banks, arises from the fact, that many of them issue and circulate small notes, and have not sufficient capital, to justify the employment of intelligent, skilful and experienced bankers, in their management. The States, by appropriate laws, do prohibit individuals from issuing and circulating notes as money, and may prohibit the issuing of small notes, or the business of banking, without adequate capital, restrict their operations within prescribed limits, and make abstraction or diversion of the funds, by the banks, or their officers, a criminal offence. Statements Nos. 32 and 35 exhibit these chartered and unchartered banks, in the aggregate, with a combined capital of \$462,000,000, and with a combined circulation, for the chartered banks, of \$195,000,000, (the unchartered banks having no circulation,) and with deposits, in the chartered banks, of \$212,000,000, (the unchartered banks showing no deposits, and no gold and silver.) The gold and silver, in the chartered banks, amounts to about \$60,000,000. An estimate of one-half that amount in the unchartered banks, in proportion to capital, would give \$10,000,000 more, and make \$70,000,000 in both. An estimate of one-half of the amount of deposits in the unchartered banks, in proportion to the amount in the chartered banks, would give at least \$38,000,000 in those banks, and make \$250,000,000 of deposits in the chartered and unchartered banks. The chartered banks have an aggregate of \$704,534,362, due on the bill and discount line, maturing, on an average, in from one to ninety days, and bank and other balances due to them, to the amount of \$62,639,725, payable on demand. The unchartered banks have an amount, in proportion to

their capital, and the daily demands of their business. The daily receipts from these sources, constitute the means of the banks to meet the daily demands, for the payment of deposits, redemption of notes and other outstanding claims, and for the purchase of bills and discount of notes. The gold and silver, upon which all this is based, is but about \$70,000,000. These banks, and their operations, are diffused throughout the States, and excite but little attention, in their respective localities, although exerting considerable influence, on the business and trade of the country. In this aggregate view of their capital and business, the volume of influence they may exert, upon the business and prosperity of the country, is fairly presented for consideration. An aggregate of the daily receipts and daily payments, at all these banks, would satisfactorily prove that this \$70,000,000 is not dead capital, but performs its full part, in our various commercial transactions.

The money statements of the treasury, and statements of deposits by disbursing officers, exhibit about \$30,000,000, at all times, in the national treasury. The daily receipts and daily payments, covering more than \$73,000,000 of annual receipts, and more than \$72,000,000 of annual payments, are daily drawing from banks and business men, large amounts of gold and silver, into the national treasury, in payment of customs duty, and in payment for public lands, and controlling the banks and the traders, in their operations, whilst the daily payments, at the national treasury, supply the gold and silver, to new channels of circulation, without causing undue pressure in monetary affairs. For the weekly transactions of the national treasury, see statement No. 37. This \$30,000,000 is not dead capital. The \$10,000,000 or \$12,000,000 of it allowed to the mint and branches, for the purchase of bullion, is always active, being exchanged for bullion and replaced by coinage, yet always ready for the wants of the national treasury, whilst the balance constitutes the distributive fund, that gives confidence in the ability of the treasury, to meet all demands.

In the United States, all real and personal property is saleable, as well as the annual productions of agriculture, manufactures and commerce, and in prosperous times, can easily be exchanged for money, and is the basis of enlarged and extended credits, and acts in conjunction with the bank credits and money in circulation, giving increase to the value of real and personal estate, all articles of commerce, and the wages of labor, and thereby creating a demand for more money. It is upon this state of things that wars, or apprehended wars, internal revolutions and strifes, political alarms and apprehended political changes, deficiencies of crops, the explosion of large mercantile speculations and unfavorable trade, act, destroying confidence, and with it credit, inducing the hoarding the precious metals, the withdrawal of deposits, the return of bank notes for redemption, the consequent stagnation of commerce, in all its channels and operations, the reduction of prices and wages, with inability to purchase and pay, bank suspensions and general insolvency. There are no means of entirely preventing this destruction of confidence, credit, and commerce. The failure of a few banks, merchants, and dealers, occurs in periods of the greatest prosperity, and occurs annually, without much



effect, upon the great interests of society, and serves to warn and direct the more cautious and prudent. The destruction of all confidence, credit and commerce, affects, in its remorseless march, every interest and almost every individual. For this, the remedy must be looked for, in a sound currency, well managed banks, and prudent merchants and dealers. Under a system of wise and just laws, giving security to property, a fair reward to labor, and affording a temperate and timely control of the currency and all mercantile transactions, we may confidently hope such a disaster will rarely occur. The independent treasury, when over-trading takes place, gradually fills its vaults, withdraws the deposits, and, pressing the banks, the merchants and the dealers, exercises that temperate and timely control, which serves to secure the fortunes of individuals, and preserve the general prosperity.

The independent treasury, however, may exercise a fatal control over the currency, the banks, and the trade of the country, and will do so, whenever the revenue shall greatly exceed the expenditures. There has been expended, since the 4th of March, 1853, more than \$45,525,000, in the redemption of the public debt. This debt has been presented, from time to time, as the money accumulated in the national treasury, and caused stringency in the money market. If there had been no public debt, and no means of disbursing this large sum, and again giving it to the channels of commerce, the accumulated sum, would have acted, fatally, on the banks and on trade. The only remedy would have been a reduction of the revenue, there being no demand and no reason, for increased expenditure.

After determining to raise revenue, by a tariff or tax upon imports, the question arises as to the best mode of fixing the amount. It may be done, by levying a specific sum, with or without minimums, on all articles of weight or measure, or by a certain per cent. on the foreign value, or on the home value, or by a combination of the specific and ad valorem principles. The first mode requires weighers, gaugers, and measurers, for the ascertainment of the quantity, and with that, the sum to be paid. The second requires not only weighers, gaugers, and measurers to ascertain the quantity, but appraisers to ascertain the foreign or home value, and with that, the sum to be paid. The first has but one set of officers; whilst the second has the same set, and appraisers, in addition. The weighers, gaugers and measurers may, from accident, want of knowledge, or design, fail in ascertaining the true quantity, and so may the appraisers, the dutiable value. In the first case, there may be errors to the prejudice of the government; in the second case, like errors may, for like causes, exist in the appraisement; and with the double set of officers, the chances of error and fraud are doubled. The specific sum attaches alike to all quantities, and results in unequal and unjust taxation. The article that costs a dollar, pays the same tax as the article, that costs five. A strong sense of the injustice; resulting from levying a fixed sum, with or without a minimum, upon all articles, no matter what the difference in value, renders it inexpedient and unjust to resort to that mode of levying duties. Those who favor a tariff, for protection, prefer a specific tax, because the tax is generally higher, and always the same, notwithstanding the fluctuations, in the foreign and home value. Those who

favor a tax, for revenue, desire ad valorem duties, as the most equal and equitable mode, that a just government can resort to. If, to avoid the injustice and inequality resulting from specific taxation, it is provided, the value shall also be ascertained, and a specific sum attach, *pro rata*, according to the value, it becomes ad valorem. There may be some two hundred articles of commerce, to which specific duties might be attached, according to weight or measure, but there are many, to which specific taxation is not applicable. It is understood that Great Britain adopts specific taxation, upon most imported articles, not admitted to free entry, and the home valuation, upon the residue. There remains the question, between the home value and the foreign value. One objection to the home value, arises from the difference in freight and insurance, from foreign ports to the several ports of the United States, because freight and insurance would be a component part of the home value, and result in making a different home value, in the different ports, to the benefit of one and the prejudice of another. For this and other reasons, the home value is objectionable. The question was fully considered, and my suggestions given to the committee of the House of Representatives, in a letter under date of June 7, 1856, which accompanies this report, and is now referred to. In addition to what is there said, it is suggested, that the ad valorem principle has been in force and practice, for ten years, is well understood by the experts in the treasury and in the custom-houses, and most of the questions which have presented themselves, during the ten years of its operation, have had the decision of the department, and many of them, the sanction of the judiciary. I do not think it would be expedient, now, to make a change, and give up the knowledge and experience of the past ten years.

The existing tariff laws might be so modified, as to be of more certain and easy execution, and to the prevention of that fluctuation in duties, of which the manufacturers and the friends of protection complain. The greater part of the revenue, now collected, is from iron and steel and manufactures of iron and steel, silk and manufactures of silk, wool and manufactures of wool, hemp and flax and the manufactures of hemp and flax, and the manufactures of cotton, and manufactures of which silk, wool, hemp, flax, and cotton are component parts, and brandies, wines, and sugars. The import of these articles for the fiscal year 1856 amounted to \$166,089,379, and the duties on them to \$47,168,850 05, as per statement No. 28 of this report.

The present tariff laws place portions of these articles, in different schedules, and impose different rates of duty, on the articles placed in the several schedules, according to value and use, and to the chief value of the article, composing the fabric. This makes it the duty of the examiners and appraisers to examine, classify, and place the article in its appropriate schedule, and requires skill and time to accomplish it correctly. A part of this skill and labor could be dispensed with, by putting all manufactures of silk, wool, hemp, flax and cotton, or of which any of said articles is a component part, into one schedule, and at one rate of duty, and render the duty more certain, and the law, more practicable in the execution. The fluctuation in prices, and consequently the fluctuation of duties,

could be greatly lessened, if not wholly removed, by authorizing and requiring the appraisers, to fix the value at the time of exportation, at the average foreign value, for the last three or four years. The appraisers must have knowledge of all articles of commerce, the countries of their production, and their quality and value, also of the shipping and other charges, and must keep themselves informed upon all these points, in past years, as well as at, the current time. If the law authorized them to go back, and take the average of the preceding three or four years, in fixing upon the appraised value, the extreme fluctuations in price and duties would be avoided, and the temptation to invoice below value, lessened. The articles enumerated have been selected for illustration: the reasoning is applicable to duties, on other articles, embraced in the schedules, but the difficulty is not so great. The existing laws require the importer to produce to the collector, his invoice of imported goods, prior to making entry, and that invoice and entry is the importer's declaration of the foreign value, at the date of exportation, and gives the right to the importer of purchased goods, to advance the cost, on making his entry, so as to be equal to the foreign value, at the time of exportation, and imposes an additional duty of 20 per cent. when the entered value of such goods, is found to be 10 per cent. or more, below the appraised value, but gives no such privilege of raising the value, to goods imported by the producer or manufacturer, and does not impose the duty of 20 per cent. when such goods are appraised 10 per cent. or more, above the invoice value. The department has considered, as to unpurchased goods, the act of 1842 is in force, and that under said act, when found 10 per cent. or more below the appraised value, they are liable to 50 per cent. duty on the duty, under the provisions of said act, but the inferior courts hold, that that act is also confined to purchased goods, and no case has arisen, in which the department has had the question decided, by the Supreme Court. The provisions of the act of 1846, should be made applicable to all imported goods. The attention of Congress was called to this subject, in a letter addressed to the Speaker of the House of Representatives and President of the Senate, under date of the 22d day of July, 1856, and the proper modifications of the law suggested. That letter accompanies this report. It is true, existing law authorizes the seizure and forfeiture of goods fraudulently entered below their value; but when the duty is levied upon the foreign value, at the date of exportation, such a difference, between the invoice value and the appraised value, is not always such evidence of fraud, without other circumstances, as will justify seizure and condemnation; whilst ten per cent. or more, in the case of purchased goods, gives the additional duty, and makes it the interest of the importer, to look well to his invoice and entry. The law, by not making it the interest of the importer of unpurchased goods, to look with like vigilance, to his invoice and his entry, places him in a more favorable condition, than the importer of purchased goods. It is alleged that more than two-thirds of all imported goods are, on account of the foreign producer or manufacturer. If they were placed on the same footing, there would be fewer attempts to enter goods, below their foreign



value, and no advantage allowed to the foreign producer or manufacturer, over the American purchaser and importer.

In answer to the call for the amount of United States and State stocks, &c., held in foreign countries, the general summary from my report of the 2d March, 1854, upon that subject, made in compliance with a resolution of the Senate, under date of the 4th of April, 1853, is given, of the amount of such debts, and the part held abroad, corrected, as to the United States stocks, by information in the Treasury Department, and as to railroad stocks by the actual returns of railroads, as given in statement No. 82 of this report. There was not time to resort, again, to the original sources, for the necessary information, to make a more authentic statement. The condition of the European money market, during the recent war between Great Britain, France, and Russia, and since, has not been such, as to afford a market for additional American stocks, whilst many of them have been returned to America and cashed. There can have been no increase of American stocks, held in foreign countries, since the report from which the summary is taken. It will be seen that the United States stocks, the State stocks, the stocks and bonds of 113 cities and towns, 347 counties, 985 banks, 75 insurance companies, 360 railroads, 16 canals, and 15 miscellaneous companies, are all set down at \$1,407,-518,894 and the amount held by foreigners at \$202,922,937.

Statement No. 88 gives the information called for in the 17th resolution of the House of Representatives, and exhibits the aggregate sum expended for construction, repairs, rent and preservation of custom-houses, from 1825 to 30th June, 1856, at \$9,116,987 77, and the aggregate cost and maintenance of revenue cutters and other vessels for same service, at \$7,670,045 68, and all other expenses incurred in the collection of customs for same time at \$48,299,168 30, the two latter sums making an aggregate of \$55,969,213 98, expended in the collection. This statement gives \$1,023,116,676 55, as the revenue collected from customs, for the same time; and taking the whole expenditure of \$55,969,213 98, the cost of collection has been less than 5½ per cent. The \$4,738,968 17 expended in the collection, on the west coast, part of the aggregate expenses of collection, has increased the cost of collection, owing to the high prices there, and the large salaries heretofore allowed.

The reports of the First, Second, Third, Fourth, Fifth and Sixth Auditors, and of the First and Second Comptrollers, the Commissioner of Customs, who acts as comptroller of the revenue collected from customs and accounts connected therewith, and those of the Treasurer, Solicitor and Register of the Treasury, accompanying this report, lettered from A to L, inclusive, give the operations of their respective offices, since my last report, which are highly creditable to the incumbents. The current business has been, in the general, satisfactorily and promptly attended to, but the arrearages have not been fully brought up, nor the condition of the department all that it should be, considering the various and complicated interests involved.

In my last report, it was stated there was still outstanding on the

books of the treasury the sum of \$24,739,133 41 of the \$132,521,154 50 found to be outstanding, on the 4th of March, 1853. Since that report, various corrections in the accounts have been made, and also many collections, and accounts closed to the amount of \$1,916,345 30, and there has been added in adjustment \$1,076,164 30. The balance now outstanding is \$23,898,952 41. The department, after a careful examination and investigation, has ascertained that \$6,213,345 69 of the amount, now outstanding, is utterly lost to the government, by the death of the parties, without leaving any estate, or by hopeless insolvency. Statement M, gives a schedule of the names and amounts, under seven heads: No. 1 shows \$1,415,631 55 lost in the Navy Department; No. 2, \$2,942,155 71 in the War Department; No. 3, \$570,393 16 in the collection of customs; No. 4, \$24,360 84 in foreign intercourse; No. 5, \$89,490 40 on account of Indians; No. 6, \$290,627 13 on sales of public lands; and No. 7, \$870,688 69 on miscellaneous accounts. It is proposed, with the consent of Congress, to carry these balances to the account of profit and loss, on the books of the several Auditors and Comptrollers, and on the books of the Register.

In the investigation of balances due to the United States, on judgments obtained on customs bonds, against principals and sureties, it was ascertained, many of the parties so indebted, had taken the benefit of the late bankrupt law, and claimed to be discharged from the payment of these judgments, in favor of the United States, under their certificates of discharge. The admission of this claim, would add several hundred thousand dollars to the amount lost, by insolvency, in the collection of the customs. But not considering that these debts to the United States were embraced in the provisions of the bankrupt law, several executions were issued, on such judgments, in the southern district of New York, and placed in the marshal's hands, for collection. The parties moved the court to quash the executions, because of the discharge in bankruptcy. The circuit court sustained the motion, and quashed the executions. This did not constitute such a case, as could be brought to the Supreme Court, in consequence of which, an action of debt was directed, upon one of the judgments, for the purpose of having the question finally settled, by the decision of the Supreme Court.

It was also ascertained, that, of the outstanding balances due the United States, the sum of \$1,609,072 32 was due, from the late deposit banks, or from persons against whom, some of said banks had assigned debts and demands in payment, or to secure said balances. An investigation has been carefully made of the condition of those banks, and the assigned debts. The accompanying statement N, upon the subject, gives all the information the department has been able to collect, in relation to them, from which it appears, that most, if not all, of it is lost, by lapse of time and insolvency. It is submitted, authority should be given, from time to time, to carry these balances to the account of profit and loss, and relieve the treasury statements from these, as well as other insolvencies. The better to prosecute the investigation of balances due, an alphabetical list has been made and kept

in this office, for the purpose of its being able to retain the amounts, whenever the parties should be entitled to receive other moneys at the treasury. This list has saved much labor, and gives great facilities, in ascertaining the persons indebted to the United States. The settlement of the balances due on this list, was placed in the hands of two clerks in the immediate office of the Secretary; and many of these balances have been closed, by the production of additional vouchers, and by payments. The closing of these balances must necessarily be a work of much and continuous labor, and result in placing many of them, in the account of profit and loss, owing to the hopeless insolvency of the parties. The receipts into the national treasury from March 4, 1789, to 30th June, 1856, during which time these balances have accrued, have been \$1,886,136,014 26, and the expenditures \$1,837,721,045 16.

In the system adopted for the sale of the public lands, in 1796 and 1800, the price was fixed, and part required in cash and part on time, and credits given for part of the purchase money, until 24th April, 1820, when Congress reduced the price to \$1 25 per acre, and adopted the cash system, and interposed for the relief of the purchasers of the public lands, by allowing the concentration of the partial payments to one or more tracts, and the surrender of the residue. This relieved the purchasers, and freed the government from the embarrassment of an immense and accumulating debt against purchasers. In the system adopted in 1789, for the collection of the revenue from customs, importers were allowed credit for the duties, upon giving bond and security, for the payment at a future day. These bonds accumulated, and during commercial difficulties, many of the parties failed, and the bonds were put in suit. This class of debt, also, became embarrassing to the government, and the bonds unreliable as revenue. The system was changed in 1842, when the cash system was introduced, followed in 1846 by the addition of the warehouse system; and now, in the collection of the revenue from customs and lands, there is no loss from credit sales or credit duties. The only loss to be encountered is the defalcation of collectors and receivers, who give security for the faithful discharge of their duties, and the due payment of all the public money they receive. In the customs branch, the system of monthly accounts and monthly settlements, with daily deposit of receipts, where there are assistant treasurers and depositaries, and prompt drafts or orders to deposit, with an assistant treasurer or depositary, when there are none, at the place, has been in force, for more than three years. And in the land branch, like drafts or orders to deposit, when the receipts accumulate, beyond a certain sum, has also been rigidly enforced, and has tended to lessen the hazards, in the collection and receipt of the public revenue; and with the practice of examining, by an officer of the department, at a moment's warning, in connexion with the penalties for embezzlement, we have as great practical security as can well be attained, if the proper care is taken to appoint none but men of integrity and capacity to office, and to dismiss all, who fail in the prompt, correct and honest discharge of their duties. The receipt of the public revenue being thus provided

for and secured, a system of laws, for its disbursement in accordance with the appropriations, and for accounting and settling for the same at the treasury, was also provided. These laws, except where the disbursement is confided to certain army officers, require from the disbursing officers bond and security, for the safe-keeping, faithful application and proper accounting for the public money, confided to their care. These laws also prohibit, under pain of felony for embezzlement, from depositing the public money in banks, or loaning, or the application of it to any private, or other use, than the public one, for which it is placed in their hands. They also require disbursing officers to pay out to the persons entitled, nothing but the gold and silver confided to them, and prohibit them, under like penalty, from taking, accepting, receiving, or transmitting to the accounting officers for credit any voucher, without having paid the full amount named in the voucher. It is also made embezzlement to fail or refuse to account for the public money, and pay over the balance.

It is deemed essential to the honest and faithful application of money, by disbursing officers, and the correct accounting for the same, that all accounts of disbursements, with the proper vouchers, should be made at fixed and short intervals. The periods of accounting and settling with disbursing officers were fixed for the War and Navy Departments, and for some other branches of the service, quarter-yearly, and the same provision was made for accounting by collectors of the customs and receivers of public money, and for disbursing officers of the treasury, but with authority to the Secretary of the Treasury, to require accounts in his department, to be rendered as much oftener, as he might deem proper. Considering, as stated in my last report, that it was perfectly practicable, to have all disbursing officers of the treasury, render and settle their accounts monthly, the system of monthly accounts and monthly settlements, was adopted at the treasury, for all the accounts, to which the system could be applied, without a change of the existing laws. The result to be expected, from monthly accounts and monthly settlements, is fairly presented, in the report of the Commissioner of Customs. The fact of but one defalcation, since its adoption, speaks more than volumes, in its favor. The system, so far, has been successful, and no doubt is entertained of its entire practicability, not only in the treasury, but in other branches of the public service, with much additional security for the faithful application of, and accounting for, the public money. It is true, each officer will have to make twelve instead of four accounts, and there will have to be twelve instead of four settlements; but the twelve accounts and twelve settlements will involve the taking and examination, of no greater number of vouchers, than four accounts and the four settlements, whilst the monthly accounts and settlements will, timely, impart to the officer, a knowledge of the payments, he is authorized to make, and the character of the vouchers he must produce, and the necessity of paying no money without a proper voucher. The monthly accounts and monthly settlements will, at once, enable the superintending officers to see and know, how the duties are performed, and to displace incompetent and dishonest disbursing officers.

It may, at first, require a few more clerks, in the accounting offices; but after the system shall be in full operation, and the accounting and settling promptly enforced, it will take less time and less labor, than it did, under the system of quarterly accounts and quarterly settlements. Had monthly accounts and monthly settlements been regularly enforced, and all failing disbursing officers promptly dismissed, the large balances, now outstanding on the books of the treasury, could not have accumulated.

The Independent Treasury act, by prohibiting the deposit of public money in banks, or its application by collectors, receivers, disbursing agents and others, to any other use than that, for which it was collected or appropriated, made the declaration of a sound and correct principle, and by authorizing the deposit thereof with the treasurer, assistant treasurer, and designated depositories, placed it in the power of the public officers, to have it kept safely, in the government vaults, without hazard to them, or their sureties, and provided means, by which, supervising officers could know, whether the funds were kept always on deposit, and only checked out, in a due course of disbursement, in favor of the persons entitled to it. All disbursing officers should be required to make deposit of the funds intrusted to them, with the treasurer, assistant treasurer, or designated depositories, and to check only in favor of those entitled, and to make monthly returns of the sums disbursed by them, with a statement of the balance on deposit, except in that class of cases, where the party is not convenient to a place of United States deposit. These depositories, however, should be established in all sections, where there is or shall be considerable public money collected, or to be disbursed. The regulations of the War, and most of the other departments, require monthly statements from disbursing officers, of the amount disbursed, although required only to render quarterly accounts to the treasury, for settlement. These monthly statements of disbursements, could readily be converted into monthly accounts, with proper vouchers for settlement at the treasury, and for the information of the supervising officers, and thus a correct and prompt system of accounting and settling, be established in all branches of the public service. The efficiency of the provisions of the independent treasury act, will never fully manifest itself, until the depositories are sufficiently diffused, so that collecting, receiving, and disbursing officers can deposit in their vaults, and monthly accounting and settling at the treasury, is required and enforced. The cash system, in the disposal of the public lands, and in the collection of custom duties, has caused absolute certainty, in the payments to receivers and collectors. The system of daily deposits, where it can be done, and drafts and standing orders to deposit, as the amount accumulates, where there are no depositories at the place of reception, with monthly accounts and settlements, makes the receipts into the national treasury, almost certain. Why will not the deposit system, and monthly accounts and settlements, give the same certainty in its disbursement?

The system of selling the public lands on credit, and giving credit for the duties on imports, has yielded to the simple and better system

now in force, and quarterly accounts and settlements with the collectors of customs, has yielded to the better system of monthly accounts and settlements; and in the treasury, monthly accounts and settlements by disbursing officers, is taking the place of quarterly accounts and settlements. The increased receipts and expenditures require a prompt rendition and settlement of accounts. Formerly, when the annual receipts and expenditures, were only \$12,000,000 or \$15,000,000, the quarterly accounts only included some \$3,000,000 or \$4,000,000; now, they would include some \$15,000,000 or \$16,000,000 of receipts and the like amount of expenditures, and, now, the monthly accounts would exceed \$5,000,000 of both; and if, as formerly, the quarterly accounts were not rendered, until near the close of the next quarter, and not settled at the treasury, until near the close of the third quarter, the unsettled accounts at the treasury would exceed some \$45,000,000 of receipts, and some \$45,000,000 of disbursements, with almost an impossibility of the heads of departments knowing whether receivers, collectors and disbursing officers were properly discharging their duties. The public money collected from the tax-payers, for the exigencies of the government, in all well regulated and well administered governments, should be safely kept and honestly applied to the objects, for which it was levied, and such a system of laws and accounting established, as to make it impossible for the officers intrusted, with its receipt and disbursement, to apply it to their own use, or allow their friends to have the use of it. A strict examination into the origin and history of the large balance, now outstanding at the treasury, would make it manifest, that the public money was heretofore devoted to private use, and allowed to remain unaccounted for until, in many cases, the parties became insolvent, and in order to cover sums wasted and lost by private use, set up unfounded claims, for credits and services. This habit of applying the public money to private use, had become so established, as to be considered allowable, and no disgrace to the officer—so much so, that the offices were sought, for the use of the public money, more than, for the honor of the office and its salary. The Independent Treasury act was intended to remove this practice, inculcate sound and honest principles, as to the use of the public money, and brand the delinquent officer with crime. To have this effect, the act must be rigorously enforced, and have the active vigilance of the supervising officers, with the aid of monthly accounts and settlements, and the prompt dismissal of all who violate the principle. In fact, no one is worthy to have or retain public office or situation, who does not acknowledge that principle of the Independent Treasury act, and give it practical effect, in all his official transactions. An agent or officer of the government cannot, without a sacrifice of principle, use the public money for his own purposes, nor allow others to use it, nor speculate upon the government, whose interest he is appointed and paid, to guard and protect. Heads of departments are entitled to the most certain means of ascertaining the conduct of persons, employed to receive or disburse public money, and it is believed none can be devised, that would prove more efficacious, than monthly accounts and settlements.



In this connexion, attention is called to the various and complicated duties of the accounting officers of the treasury, who state and settle the annual accounts of receivers and collectors, to over \$73,000,000, and the annual accounts of claimants and disbursing agents, to more than \$72,000,000. This subject was referred to, in my last annual report, with a statement of the manner and principles of accounting, at the treasury, representing the high qualities, required and essential to the proper discharge of the duties, confided to these treasury officers, and especially so, as to the chiefs of bureaus and heads of divisions. A further consideration of the subject, and its great importance, confirm me in the statements there made, that both wisdom and economy call for the soundest and ablest lawyers, of integrity and administrative qualities, that can be secured for those positions, and that the salaries of those officers, should be revised and increased. The change in the value of money, mode of living, price of provisions, and other necessities, since Congress passed upon their compensation, with the great increase in the receipts and expenditures, and consequent increase of responsibility, justify a revision and increase of compensation. The salaries now given are far less, than many of the banks, manufacturing and mercantile establishments, pay their confidential, competent, and skilful officers, whilst the amount involved and passed upon, is not a tithe of the government receipts and expenditures. The persons competent to take these positions, are necessarily men in the meridian of life, of established character, and should possess the high qualities indicated. The services of such men, ought to command salaries, sufficient to enable them to maintain a proper position, for themselves and families, and the education of their children, without exhausting their private fortunes, or involving themselves, in speculating and money-making schemes. They are in the position of judges, whose duty it is to guard the interest of the treasury, without prejudice to the right of individuals, and should have competent salaries, and be able to devote themselves to the special duties of their offices, without distracting interest. They should be always in place, and know that the accountants and clerks are capable, and attentive to their duties; that all arrearages are brought up, the records and files in good order, and the current business promptly and correctly disposed of. They should also feel an active zeal and pride, in the proper discharge of the duties of their offices, and inspire like zeal and pride, in all officials under them. Such officers are essential to just and prompt settlements at the treasury, and the proper condition of that branch of the public service. The government cannot afford to appoint, or to retain men, in these offices, who do not possess these qualifications, or who fail to give their whole time, to the duties confided to their charge, or who are indifferent to the condition of their offices, and the manner in which the duties are discharged, or to the qualification, integrity and attention of their assistants.

Attention is called to the remarks of the Third Auditor, upon the act of the last session, providing for the payment of the California war bonds, and the departure, in that instance, from the hitherto

almost universal practice of the government, in causing all claims of that kind, to be passed upon, by the accounting officers of the treasury, after an investigation of the facts, or by authorized commissioners, for the investigation of the facts. If the departure, in this instance, is made a precedent, for the payment of such expenditures, by the States and Territories, bordering on the Indian territory, and by the States, in time of war and insurrection, the national treasury would be placed at the will of State and Territorial officers, over whom, the government that pays, has and can have no control. The precedent, if established in this class of cases, would soon be extended to other classes of claims, where the claimants desired to avoid the examinations, by the experts of the treasury. This established, Congress itself would be the investigators and accountants, where everything would be, *ex parte*. In this connexion, I would call the attention of Congress, to a species of special legislation, that has lately had its sanction; that is, the reference of a particular claim, to a named officer, whose award is made conclusive. The case of Glover & Mather, referred by act of Congress, to the First Comptroller, at the second session of the thirty-third Congress, and the case of Carmick & Ramsay, at the first session of the thirty-fourth Congress, are cases of this description. The claimants, in both these cases, set up large demands against the United States. The claims are based upon alleged breaches of contracts; which fact being assumed by Congress, the amount of damages against the government, is the only question referred, where, if referred to the accounting officers, both questions would be open. The action of the Auditor is dispensed with. The action of the Comptroller is not upon appeal, but that of an arbitrator, whose decision, no one can revise. The objection to this system of legislation is, that it takes the particular case out of the operation of the general law, and gives an easier and more favorable mode of reaching the national treasury, and takes from the selected officer, the responsibility of his official position. If the system adopted and enforced, from the beginning of the government was, and is, expedient and just, for one class of demands against the government, it is equally expedient and just, in all like cases, and should be adhered to; but if not, the mode of settling and adjusting claims against the treasury, should be changed, so as to afford equal benefits and advantages to all.

The Independent Treasury act has been carried into effect, the past year, as far as it has been practicable, for the department to enforce it. Most of the disbursing officers of the government, where conveniently situated, have, and continue to avail themselves of the convenience and security of depositing, in the vaults of the treasurer, assistant treasurers, and public depositories, as will be seen by statement No. 89 of this report. Those who have not deposited, in the vaults of the government, although convenient, construe the act of 1846, as allowing the officer, a discretion upon the subject. This they sometimes exercise, by making what they term special deposits, with chartered and unchartered banks. The security of the public money, and the prevention of its application, to any other than public use,

calls for explicit legislation upon the subject, and the extension of the penalties of the act of 1846 to those receiving public money, from disbursing agents and others, who have public money in their hands. The courts have found difficulty in applying the act, to all cases within its spirit, because thought not to be, technically, within its terms.

The amount transferred for disbursement, during the past fiscal year, was \$38,088,113 92, at a cost of \$12,945 87, whilst the premiums paid on sale of treasury drafts, have been \$54,924 16, leaving \$41,978 29 over and above the expenses. It is believed that, with care and vigilance, the transfer of public money will hereafter be made, through the agencies of the treasurer, assistant treasurers, and depositaries, without charge and without risk, except under extraordinary circumstances, and in peculiar times. The receipts and expenditures, during the past fiscal year, have amounted, in the aggregate, to \$146,866,933 48, and have all been, in the constitutional currency of gold and silver, without any disturbing effect upon the currency, the banks, or business of the country. However, the withdrawal and prohibition of the small-note circulation of the banks is still deemed essential, to a sound and stable currency, and to be called for, by the best interest of all the States.

The accounts of collectors of the customs continue to be rendered, at the close of each month, and to be adjusted at the treasury, within the succeeding month, with but few exceptions, and those principally on the Pacific coast, which require a few weeks longer, for their receipt and adjustment. The system of monthly disbursement and emolument accounts, with like monthly adjustments at the treasury, has been introduced, since the date of my last report, and promises to be equally, if not more, beneficial than the system of accounts and adjustments, established for customs. The system adopted for keeping books, making entry for consumption, warehousing, and transportation and exportation of merchandise, and of making returns to the department, mentioned in my last report, has been attentively continued and enforced, with certainty and uniformity, in the returns of the collectors of the public revenue. The statement No. 30 contains a full exhibit, of goods in warehouse, on the 1st of July, 1855, and on the first of each succeeding month, until the 1st of July, 1856, with the amount of merchandise, entered for consumption, during each month, whether in the original entry, or from warehouse, and the goods entered for transportation, to interior ports and for exportation, during each month, and the amount received, during each month, from other ports. These returns are made direct to the Treasury Department, and are confided to a clerk, whose duty it is to keep the files, enter the returns and make up the monthly statements. He also keeps the abstracts required to be sent to the department, of goods entered and bonded for transportation, and the acknowledgments, of the receipt of the merchandise, at the ports of destination, and enforces the sending the abstracts and acknowledgments, and the due cancelment of the transportation bonds. The returns thus required, enable the department to understand, how the business is

being conducted, and when it is necessary to have the books of the port examined, and its business investigated. The statement exhibits the movements of merchandise, during each month of the year.

The revision of the revenue laws, prepared by the department, under a resolution of the Senate, and sent to that body, at the first session of the thirty-third Congress, and referred to, in my last report, still remains for the action of Congress. The revenue laws consist of various acts of Congress, commencing with the organization of the government, with so many amending, repealing and conflicting provisions, that it is exceedingly difficult to ascertain what is, and what is not, in force—consequently, what is the law upon any particular point. The department, in making this revision, conformed to existing laws, with such modifications and new provisions, as were deemed proper to make the law conform to the present condition of things, and the wants of the service. This revision has been again considered by the department, and sundry amendments and additions recommended, which had the sanction of the Committee on Commerce in the House of Representatives, at its late session, and, with the revision, now remain for the consideration of Congress. It was hoped Congress would have passed upon this revision, at its late session, and that the department could have conformed the revision of the circulars, then being made, to the revised act. The enforcement of the revenue laws, as now existing, called for a revision and modification of the circular instructions of the department, upon the subject. The collection and revision of the circulars, as one code, is now nearly complete, and will soon be put in force. If Congress should pass the revision of the revenue laws, the instructions can readily be made to conform to the revision they may adopt. It is believed that the enactment of the revision, would result in great advantages to the revenue, and great convenience, to those engaged in commerce and navigation, and place the revenue laws before the people, so as to be easily understood by those, whose duty it is to carry them into effect, and by those whose interest and rights, are involved in their enforcement. There are no penalties or forfeitures, on importers and freighters, in the revision that are not, now, in the existing laws, and none which are not believed necessary and proper, for the due collecting the revenue. The revenue laws require revision on many accounts, but upon none more than upon the subject of invoices, entries, appraisements, compensation to officials, and in relation to enrolling and licensing vessels for the coasting trade. There are suits against collectors involving questions upon all these subjects. The conflicting decisions of the department and the circuit courts, in most of these cases, cannot be reviewed in the Supreme Court, owing to the amount involved.

The report of Captain A. H. Bowman, No. 90, who is in charge of the construction and repair of buildings, confided to the Treasury Department, exhibits, in detail, the operations of the department, since the date of my last report. The plans and specifications for these buildings and repairs are prepared in the department. The work is contracted for, and let to the lowest bidder, except in a few instances where it is done by days' work, as stated in the report. When a con-

tract is made, a competent person is appointed to superintend the construction, and to be present and see that the materials and work are such, as the contract calls for. An account of work done and materials furnished is made at the close of each month, and returned to the department, and payments made according to contract; and when necessary, the works are visited by Captain Bowman, or an agent of the department. The buildings are all constructed fire-proof, and of the most durable materials. The regulations for these buildings accompanied my first report, with directions for keeping and rendering the accounts. The report is accompanied by a list of all custom-houses purchased, all constructed by the United States, and those in the course of construction; also, with a similar list of the marine hospitals; also court-houses and post offices in charge of the department. For further information upon the subject of custom-houses, reference is made to the letter of the department, No. , under date of the 3d day of July, 1854, published with this report. Statement No. 91, made out from the hospital returns, exhibits the number of sick sailors, who have had the benefit of the hospital fund, and the expense, at each place. The economical administration of the hospitals, to the proper relief of the sailors, who contribute to the fund, is one of much interest, and has given the department considerable anxiety, because of the tendency, to improper and wasteful expenditure. It has been considered necessary, to give new instructions, as to the collection and proper accounting for the hospital fund; the provisions, medicines, and other supplies; the employment of stewards, nurses, and other servants; and the government and supervision of the hospitals. These instructions have been published, and are now being enforced. They will be found in the revised code of circular instructions, heretofore mentioned. The furnishing sick sailors relief, under the contract system, as mentioned in my last report, is now in force at New York, Philadelphia, Baltimore and other places, as will be seen in the table of sick sailors in hospital, and affords the same necessary comfortable relief to sick sailors that is furnished in the government hospitals, and at less cost. It is believed, that the contract system could be beneficially extended, to many places where the government has hospitals, by allowing the use of the hospital and grounds, and a certain per diem for the sick; and that under the contract system, sick sailors can be just as well, if not better, provided and cared for, than they can be in the hospitals, under charge of persons appointed by the department, and it is suggested, that authority be given to make such contracts.

Report No. 92, with the accompanying documents, gives the operations of the Light-house Board, since the date of my last report, with the condition of the works under their charge. The duties of the board have been performed with commendable vigilance and ability. The great facilities afforded to our commerce, by the operations of this board, impart interest to the subject, and recommend it to the continued favor of Congress.

The Coast Survey continues to engage the constant and vigilant attention of the Superintendent in charge, and it is believed, the money appropriated is beneficially and economically applied, to the early ac-

complishment of the survey. The fullest and most reliable information, as to our extensive coasts and numerous harbors, cannot be obtained, without such a survey. It is believed, the importance of the survey to national defence, and to commerce, and the publication of all the ascertained facts, will continue, as heretofore, to recommend the survey to the favor of Congress, until it shall be fully accomplished. The report of the Superintendent will, as usual, be made to Congress during the session.

The report of the Supervising Inspectors, No. 93, also accompanies this report, and gives the operations of the law, under which they are appointed, for the past year. I consider the law requires revision, in the particulars set out in my last report.

It is also recommended, there should be an amendment of the law, in relation to payments at the treasury, for the reasons stated in my letter and accompanying papers upon that subject, to the Finance Committee of the Senate, under date of the 28th of April, 1856, which accompanies this report. Attention is also called, to the recommendations of my letter, to the chairman of the Committee on Retrenchment of the Senate, under date of the 17th of April, 1856.

It will be seen from examination of statement No. 6, of the State bonds, held in trust for the Indians and for the Smithsonian Institution, that in some cases, the States have made no provision for the payment of interest, and may not provide for the payment of principal. The United States having made the investments for the Smithsonian Institution, have to provide for the payment of interest, and will have to provide for the payment of principal, if ever that becomes payable. The action of the United States, in carrying out the special powers vested in it, might be kept distinct from the action of the State governments, and without the relation of debtor and creditor, and the irritation growing out of that relation and defaults. It is suggested that good policy requires that course, and that the United States should dispose of the State bonds, now held in trust, and realize the loss, assume these debts, and by a general law provide, when moneys have or shall become payable on time, under Indian treaties, with or without interest, that the treaty obligations shall have the same force as United States stocks on time, or interest-paying stock, and interest and principal payable, as it matures, without other investment. It will also be seen by reference to statement No. 7, that the United States hold stocks in corporations, in some of the States. It is submitted, that it is not well, for the United States to remain a stockholder, in these institutions, and exercise a control, or influence, in the management and direction of their affairs, and that authority should be given, to dispose of these stocks, at the market value, or otherwise dispose of the United States share, in these corporations. These recommendations are made, because it is believed, for reasons that readily suggest themselves, the United States ought not to be, in the relation of creditor to any of the States, nor that of stockholder, in any of the corporations, created by a State.

The Louisville and Portland canal, now the sole property of the United States, has been under the direction of the Treasury Department, the past two years. The tolls, by direction of the department,



were reduced one-half, and the receipts, for the past two years, have been expended in the repair of the locks and enlargement of the canal, improvement of the bridges, &c. The report of the operations will be laid before Congress, as soon as received.

All which is respectfully submitted.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Hon. JESSE D. BRIGHT,  
*President pro tem of the Senate U. S.*

EXECUTIVE DOCUMENTS

REPORT OF THE SECRETARY OF THE ARMY

THE HOUSE OF REPRESENTATIVES

THIRD SESSION OF THE FIFTY-FIFTH CONGRESS

1897-98

WASHINGTON: GOVERNMENT PRINTING OFFICE

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114. No. 99, letter of the Secretary of the Treasury to the Superintendent of the United States Coast Survey, relative to extra compensation claimed by certain employees in his office for services rendered in other than office hours .....	660
115. No. 100, letter of the Secretary of the Treasury to the chairman of the Committee on Retrenchment, United States Senate, on the subject of retrenchment in the expenses of the government and improvement in the mode of doing the business of the Treasury Department.....	660
116. No. 101, letter of the Secretary of the Treasury, with accompanying papers, addressed to the chairman of the Committee on Finance, of the Senate, relative to the mode of paying the salaries of foreign ministers, consuls, commercial agents, &c.....	664

## No. 1.

*Statement of duties, revenues, and public expenditures, during the fiscal year ending June 30, 1856, agreeably to warrants issued, exclusive of trust funds and treasury notes funded.*

The receipts into the treasury during the fiscal year ending June 30, 1856, were as follows :

From customs, viz :

During the quarter ending September 30, 1855	---	\$17,085,238	28
During the quarter ending December 31, 1855	---	13,424,038	57
During the quarter ending March 31, 1856	-----	16,737,114	01
During the quarter ending June 30, 1856	-----	16,776,472	64
			<hr/>
			\$64,022,863 50

From sales of public lands, viz :

During the quarter ending September 30, 1855	---	2,355,725	87
During the quarter ending December 31, 1855	---	3,273,868	02
During the quarter ending March 31, 1856	-----	1,450,073	04
During the quarter ending June 30, 1856	-----	1,837,978	00
			<hr/>
			8,917,644 93

From miscellaneous and incidental sources ----- 977,633 03

Total receipts -----	73,918,141 46
Balance in the treasury July 1, 1855 -----	18,931,976 01

Total means -----	92,850,117 47
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The expenditures for the fiscal year ending June 30, 1856, were as follows :

## CIVIL.

Legislative, including books	-----	\$2,000,362	22
Executive	-----	2,055,125	07
Judiciary	-----	1,228,533	93
Governments in the Territories of the United States	--	272,693	63
Surveyors and their clerks	-----	139,319	98
Officers of the mint and branches, and assay office in New York	-----	101,666	68
Assistant treasurers and their clerks	-----	40,758	26
Supervising and local inspectors, &c	-----	78,169	90
			<hr/>
Total civil	-----	\$5,916,429	67

## FOREIGN INTERCOURSE.

Salaries of ministers, chargés des affaires, &c	-----	110,237	19
Salaries of secretaries of legation	-----	18,679	88
Commissioner to the Sandwich Islands	-----	5,750	00
Salaries of consuls	-----	118,334	21
Dragoman to Turkey	-----	2,375	00
Interpreter and secretary of mission to China	-----	2,500	00
Office-rent of consul at Basle	-----	50	00
Office-rent of consul at Zurich	-----	100	00
Salary of consul at Beyrout, Syria	-----	500	00
Contingent expenses of all the missions abroad	-----	73,977	38
Contingent expenses of foreign intercourse	-----	30,130	50
Intercourse with the Barbary powers	-----	5,677	86
Interpreters, guards, and other expenses of consulates in the Turkish dominions	-----	797	05
Relief and protection of American seamen	-----	136,283	99

Purchase of blank books, stationery, &c., for consuls of the United States.....	\$20,000 00
To reimburse E. Riddle money expended by him at Industrial Exhibition, London.....	11,871 05
Expenses of releasing from captivity among the Indians of Queen Charlotte island the crew and passengers of the sloop Georgiana.....	8,935 30
To defray expenses in complying with the resolution of the House of Representatives of December 14, 1853, calling for a statement of the privileges and restrictions of foreign intercourse with the United States, &c.....	5,000 00
Expenses in acknowledging the services of masters and crews of foreign vessels in rescuing American citizens, &c., from shipwreck.....	5,995 52
Contingent expenses of the late board of commissioners under treaty with Mexico.....	50 00
Awards under the 15th article of treaty between the United States and Mexico, of February 2, 1848.....	50,122 09
To fulfil the 3d article of treaty between the United States and the Mexican republic, of December 13, 1853	3,000,000 00
Boats and other incidental expenses connected with the duties of commissioner, under first article of reciprocity treaty with Great Britain.....	9,777 14
Carrying into effect the convention upon the subject of claims between the United States and her Britannic Majesty, of February 8, 1853.....	2,067 46
	<hr/>
	3,619,211 62
Deduct repayment on account of appropriation "to conclude a treaty of peace with Mexico," out of which there was no expenditure during the year.....	320 44
	<hr/>
Total foreign intercourse.....	\$3,618,891 18

## MISCELLANEOUS.

Mint establishment.....	521,002 78
Compensation to special agents to examine books, &c., in the several depositories.....	3,089 40
Contingent expenses, under the act for the safe-keeping of the public revenue.....	41,425 20
Expenses incident to loans and treasury notes.....	2,000 00
Expenses incident to the issue of \$10,000,000 of stock Texan indemnity.....	289 74
Survey of the coast of the United States.....	250,004 89
Survey of the western coast of the United States.....	130,000 00
Survey of the Florida reefs and keys.....	40,000 00
Per-centage to messengers, &c., employed in the Coast Survey.....	218 91
Fuel and quarters of officers of the army serving in the Coast Survey.....	10,000 00
Publishing observations made in the progress of the survey of the coast of the United States.....	15,000 00
Payment for horses and other property lost, &c., in the military service of the United States.....	2,257 46
Claims not otherwise provided for.....	2,602 35
Expenses of the Smithsonian Institution, per act August 10, 1846.....	30,910 14
Payment on account of Cherokee Indians remaining in North Carolina.....	3,000 00
Results and account of the exploring expedition.....	10,000 00
Expenses incurred by the provisional government of Oregon in defending the people of the Territory from the Cayuse Indians.....	9,375 40
For mail service performed for the several departments of government, per section 12, act March 3, 1847....	200,000 00

For further compensation to the Post Office Department, for mail services performed for the two houses of Congress, &c., per act March 3, 1851.....	\$625,000 00
To supply any deficiency in the revenues of the Post Office Department, for the year ending June 30, 1856	2,294,368 00
For a tri-monthly mail, by steam-vessels, between New Orleans and Vera Cruz .....	69,750 00
To continue the mail service between Charleston, Key West, and Havana, during the months of August and September.....	10,000 00
Furnishing post office at Bangor, Maine.....	1,396 71
Erection of public buildings in the Territories.....	132,070 80
Payment of annuities and grants .....	400 00
Expenses of collecting the revenues from customs.....	2,849,958 77
Repayments to importers of excess of deposits for unascertained duties .....	1,005,693 20
Debentures or drawbacks, bounties or allowances .....	567,359 96
Debentures and other charges, per act October 16, 1837..	19,217 77
Refunding duties on fish and other articles, under reciprocity treaty with Great Britain .....	133,403 68
Refunding duties under the act to extend the warehousing system.....	10,488 10
Refunding duties on foreign merchandise imported.....	278,113 91
Proceeds of the sales of goods, wares, &c., per act of April 2, 1844.....	2,742 68
Salaries of special examiners of drugs and medicines..	9,057 49
Additional compensation to collectors, naval officers, &c.	7,202 01
Support and maintenance of light-houses, &c.....	901,478 92
Building light-houses, and for buoys, beacons, &c.....	831,316 77
Life-boats and other means of rendering assistance to wrecked mariners and others on the coast of the United States .....	2,364 02
Purchase of metallic surf-boats, to rescue lives and property .....	1,495 20
Fuel and quarters for officers of the army serving on light-house duty .....	4,656 27
Four additional revenue cutters.....	42,712 26
Marine hospital establishment.....	368,520 86
Building, &c., marine hospitals.....	329,759 59
Building, &c., custom-houses.....	1,415,040 49
Appraiser's store, &c., at San Francisco.....	65,070 28
Expenses of collecting the revenue from the sales of public lands .....	374,400 20
Surveys of public lands .....	395,273 85
Continuing the survey of the islands on the coast of California .....	40,000 00
Continuing the survey of the keys of the coast of Florida	30,000 00
Surveying public lands and private land claims in California.....	203,666 87
Salaries and incidental expenses of commissioners to settle land claims in California.....	72,986 20
Preparing unfinished records of public and private surveys .....	16,171 04
Amount required to graduate and reduce the price of the public lands.....	9,680 65
Repayments for lands erroneously sold .....	60,085 55
Engraving maps, views, sections, natural history of survey of boundary between United States and Mexico..	8,000 00
Running and marking the boundary-line between the United States and Mexico.....	26,172 21
Preservation of the collections of the exploring expedition.....	3,430 00
Patent fund.....	185,887 09
Furnishing rooms in the new wing of the Patent Office building.....	3,000 00
East and west wings of the Patent Office building.....	138,815 57

Continuation of the Treasury building .....	\$91,353 01
Alterations and repairs of public buildings in Washington, improving public grounds, &c.....	102,249 58
Compensation of public gardener, laborers, gate-keepers, &c.....	20,330 50
Compensation and contingent expenses of Auxiliary Guard .....	23,889 44
Collecting agricultural statistics .....	45,000 00
Support, &c., of transient paupers.....	3,750 00
Support, &c., of insane paupers of the District of Columbia.....	20,173 13
Penitentiary in the District of Columbia.....	20,129 32
Potomac and Eastern Branch bridges, compensation of draw-keepers, &c.....	13,524 39
To complete and revise the grades in the city of Washington.....	2,250 00
Purchase of site, and erection, &c., of an asylum for the insane of the District of Columbia.....	6,512 00
Erection of a lodge for the colored insane, &c., of the District of Columbia.....	12,020 00
Furnishing building for use, &c., of United States courts at Marietta, Ga.....	5,000 00
Repairs made and furniture supplied for court-rooms in northern district of New York.....	7,148 81
Building for the use of United States courts at Pontitoc, Mississippi.....	4,000 00
Furnishing United States court-rooms at Bangor, Maine.....	1,383 25
Three per centum to Ohio.....	2,609 04
Three per centum to Indiana.....	1,346 80
Three per centum to Illinois.....	46,210 86
Three per centum to Missouri.....	35,538 47
Two and three per centum to Mississippi.....	13,530 38
Two and three per centum to Alabama.....	27,158 97
Five per centum to Louisiana.....	7,661 02
Five per centum to Michigan.....	52,982 68
Five per centum to Florida.....	5,811 64
Five per centum to Iowa.....	226,873 86
Relief of sundry individuals.....	113,059 10
Sundry miscellaneous items.....	10,130 65
Total miscellaneous.....	\$15,739,010 14

## UNDER THE DIRECTION OF THE DEPARTMENT OF THE INTERIOR.

Indian department.....	2,593,483 88
Pensions, military.....	1,179,213 07
Pensions, naval.....	100,129 69
Total under Department of the Interior.....	3,872,826 64

## UNDER THE DIRECTION OF THE WAR DEPARTMENT.

Army proper, &c.....	12,488,128 42
Military Academy.....	149,822 36
Fortifications, and other works of defence.....	1,209,305 40
Armories, arsenals, &c.....	939,608 83
Harbors, rivers, roads, &c.....	444,791 70
Arming and equipping the militia.....	142,839 09
Pay of volunteers.....	25,494 22
Extension of the Capitol of the United States.....	770,000 00
Removing the dome of the Capitol.....	35,000 00
Continuation of the Post Office building.....	150,000 00
Continuing the Washington aqueduct.....	165,000 00
Relief of sundry individuals, and miscellaneous.....	428,206 87
Total under Department of War.....	16,948,196 89

## REPORT ON THE FINANCES.

## UNDER THE DIRECTION OF THE NAVY DEPARTMENT.

Pay and subsistence, including medicines, &c.....	\$4,296,600 28
Increase, repair, ordnance and equipments.....	2,953,481 98
Contingent expenses.....	815,831 29
Navy yards.....	1,848,316 16
Hospitals.....	40,142 41
Magazines.....	117,028 39
Dry docks.....	33,584 60
Steam mail service.....	1,399,284 87
Six steam-frigates.....	1,715,548 11
Marine corps.....	488,881 28
Relief of sundry individuals, and miscellaneous.....	368,347 75
Total under Navy Department.....	<u>\$14,077,047 12</u>

## PUBLIC DEBT.

Old public debt.....	1,100 60
Interest on the public debt, including treasury notes..	1,953,822 37
Redemption of stock, loan of 1842.....	385,221 30
Do.....do.....1846.....	943,500 00
Do.....do.....1847.....	1,021,600 00
Do.....do.....1848.....	798,700 00
Redemption of Texan indemnity stock.....	464,000 00
Redemption of debt contracted by the cities of Wash- ington, Georgetown and Alexandria.....	2,459 68
Redemption of stock issued for 4th and 5th instalments of the Mexican indemnity.....	242 90
Redemption of treasury notes which were purloined...	53 86
Premium on stock redeemed.....	385,672 90
Payment of such creditors of Texas as are comprehended in act of September 9, 1850.....	6,820,016 77
Total public debt.....	<u>12,776,390 38</u>
Total expenditures.....	<u>72,948,792 02</u>
Balance in the treasury, July 1, 1856.....	<u>19,001,325 45</u>

TREASURY DEPARTMENT, *Register's Office.*



## No. 2.

*Statement of the receipts and expenditures of the United States for the quarter ending September 30, 1856, exclusive of trust funds and treasury notes funded.*

RECEIPTS.	
From customs .....	\$20,677,740 40
From sales of public lands .....	892,380 39
From incidental and miscellaneous sources .....	355,810 57
	<hr/>
	21,925,431 36

EXPENDITURES.	
Civil, miscellaneous, and foreign intercourse .....	\$7,094,388 05
Interior—pensions and Indian .....	2,346,651 24
War .....	5,214,230 16
Navy .....	3,117,747 13
Old public debt .....	\$3 21
Redemption of loan of 1842 .....	81,130 23
Redemption of loan of 1846 .....	91,913 26
Redemption of loan of 1847 .....	106,200 00
Redemption of loan of 1848 .....	208,100 00
Payment to creditors of Texas, per act Sept. 9, 1850 ..	354,437 89
Redemption of bounty-land stock .....	100 00
Premium on stock redeemed .....	58,685 80
Interest on public debt .....	1,476 24
Reimbursement of treasury notes paid in specie .....	50 00
	<hr/>
	902,096 63
	<hr/>
	18,675,113 21

F. BIGGER, *Register*.

TREASURY DEPARTMENT, REGISTER'S OFFICE, November 1, 1856.

No. 3.—*Statement of the public debt as follows: Stock issued of the loans of 1842, 1843, 1846, 1847, 1848, and Texan indemnity; the debt of the corporate cities of the District of Columbia; the Texas debt, treasury notes, and funded and unfunded debt; the amount redeemed before the 4th of March, 1853; redeemed since that time; the total amount redeemed and the amount outstanding this day, November 15, 1856.*

Loans, &c.	Amounts issued.	Redeemed up to March 3, 1853.	Redeemed since.	Total amount redeemed.	Amount outstanding.
1842.....	\$8,343,886 03	\$150,200 00	\$4,409,619 05	\$4,559,819 05	\$3,784,066 98
1843.....	7,004,231 35	3,026,300 00	3,977,931 35	7,004,231 35	.....
1846.....	4,999,149 45	3,009 74	4,676,339 71	4,679,349 45	319,800 00
1847*.....	28,200,650 00	2,667,100 00	13,560,050 00	16,427,150 00	11,773,500 00
1848.....	16,000,000 00	315,750 00	4,979,958 20	5,295,708 20	10,704,291 80
Texan indemnity.....	5,000,000 00	.....	1,368,000 00	1,368,000 00	3,632,000 00
Texan indemnity not issued.	5,000,000 00	.....	5,000,000 00	5,000,000 00	.....
Debt of corporate cities.....	1,500,000 00	780,000 00	720,000 00	1,500,000 00	.....
Funded and unfunded debt.	114,118 54	.....	.....	.....	114,118 54
Treasury notes.....	120,861 64	.....	.....	.....	112,661 64
	<hr/>				
	76,282,897 01	7,142,359 74	38,691,898 31	45,834,258 05	30,440,438 96
The increase of Texas debt per act February 28, 1855.	2,750,000 00	.....	2,226,529 32	2,226,529 32	523,470 68
	<hr/>				
	79,032,897 01	7,142,359 74	40,918,427 63	48,060,787 37	30,963,909 64

\* Increased by funding treasury notes, \$8,200. Stock erroneously redeemed and subsequently reissued, \$2,400.

† Reduced by funding.

F. BIGGER, *Register*.

TREASURY DEPARTMENT, REGISTER'S OFFICE, November 15, 1856.

## No. 3—Continued.

*Statement showing the amount of United States stock redeemed of the loans of 1842, 1843, 1846, 1847, 1848; Texan indemnity and debt; and the debt of the corporate cities of the District of Columbia purchased and paid off from March 4, 1853, to date inclusive; the interest that would have been paid, if payment had not been anticipated, and the saving to the United States by the present mode of purchase. November 15, 1856.*

Loans, &c.	When redeemable.	Redeemed since March 4, 1853.	Interest to maturity.
1842 -----	Dec. 31, 1862	\$4,409,619 05	\$2,466,996 73
1843 -----	July 1, 1853	3,977,931 35	99,448 28
1846 -----	Nov. 12, 1856	4,676,339 71	740,814 90
1847 -----	Jan. 1, 1868	13,560,050 00	11,637,442 50
1848 -----	July 1, 1868	4,979,958 20	4,303,444 62
Texan indemnity-----	Jan. 1, 1865	1,368,000 00	696,850 00
Texas debt (act February 28, 1855)-----	-----	7,226,529 32	-----
Debt of corporate cities-----	Jan. 1, 1865	720,000 00	215,660 81
		40,918,427 63	20,160,657 84
Total premium paid-----		\$4,609,882 31	
Total interest paid-----		944,334 14	
			5,554,216 45
Saved -----			14,606,441 39

F. BIGGER, Register.

TREASURY DEPARTMENT, REGISTER'S OFFICE, November 15, 1856.

*Statement exhibiting the present liabilities of the United States to Indian tribes under stipulations of treaties, &c.—(Prepared in the office of Indian Affairs.)*

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, remarks, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, amounts incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States on which five per cent. is annually paid, and amounts which, invested at five per cent., would produce the permanent annuities.
Blackfoot Nation ....	For purchase of goods, provisions, and other useful articles, &c.; 9th article of the treaty October 17, 1855.	1st session 34th Congress, page 41.	Ten instalments of \$20,000; nine instalments to be appropriated.....		\$180,000 00		
Comanches, Kiowas, and Apaches of the Arkansas river.	For purchase of goods, provisions, and agricultural implements; 6th article of the treaty July 27, 1853.	Vol. 10, page 1014.....	Ten instalments of \$18,000 provided; seven instalments of \$18,000 each, yet unappropriated.....		126,000 00		
Do.....	do.....do.....do.....	.....do.....	Transportation of goods and provisions seven years, \$7,000 per year.....		49,000 00		
Chippewas of Lake Superior.	Money, goods, support of schools, provisions, and tobacco; compare 4th article treaty October 4, 1842, and 8th article treaty September 30, 1854.	Vol. 7, page 592, and vol. 10, page 1111.	Twenty-five instalments; ten yet unappropriated; two-thirds is \$18,000, and is payable to these Indians.....		180,000 00		
Do.....	Twenty instalments in coin, goods, implements, &c., and for education; 4th article treaty Sept. 30, 1854.	Vol. 10, page 1111.....	Twenty instalments of \$19,000 each; eighteen unappropriated.....		342,000 00		
Do.....	Twenty instalments for six smiths and assistants, and iron and steel; 5th and 2d articles treaty September 30, 1854.	Vol. 10, pages 1109 and 1111.	Twenty instalments, estimated at \$6,360 each; eighteen unappropriated.....		114,480 00		
Do.....	Twenty instalments for the 7th, smith, &c.	.....do.....	Twenty instalments, estimated at \$1,060 each; twenty unappropriated.....		21,200 00		
Do.....	Five instalments for the Bois Forte band; 12th article treaty September 30, 1854.	Vol. 10, page 1111.....	Five instalments of \$2,000 each; three unappropriated.....		6,000 00		
Do.....	Support of a smith, assistant, and shop, and pay of two farmers during the pleasure of the President, 12th article treaty.	Vol. 10, page 1112.....	Estimated at \$2,260 per annum.....	\$2,260 00			

# STATEMENT—Continued.

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REPORT ON THE FINANCES.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, remarks, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, amounts indifferently necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States on which five per cent. is annually paid, and amounts which, invested at five per cent., would produce the permanent annuities.
Chippewas of Lake Superior.	Transportation and expenses of delivering goods.	Vol. 10, page 1112.....	See 11th article treaty September 30, 1854; transportation, &c., \$5,000 per year, eighteen years.....	.....	\$90,000 00	.....	.....
Chippewas of the Mississippi.	Money, goods, support of schools, provisions and tobacco; compare 4th article treaty October 4, 1842, and 8th article treaty September 30, 1854.	Vol. 7, page 592, and vol. 10, page 1111.	Twenty-five instalments; ten yet unappropriated.....	.....	90,000 00	.....	.....
Do.....	Two farmers, two carpenters, and smiths and assistants, shops, iron and steel; 4th article treaty October 4, 1842, and 8th article treaty September 30, 1854.	.....do.....	Twenty-five instalments, ten unappropriated; one-third payable to these Indians, viz: \$1,400 per year for ten years.....	.....	14,000 00	.....	.....
Do.....	Twenty instalments in money, \$20,000 each.	Vol. 10, page 1167.....	Third article treaty February 22, 1835; eighteen unappropriated.....	.....	360,000 00	.....	.....
Chippewas, Pillagers, and Lake Winnegoshish bands.	Money, \$10,666 67, goods \$8,000, and purposes of utility \$4,000; 3d article treaty February 22, 1855.	Vol. 10, page 1168.....	Thirty instalments \$22,666 67; twenty-eight unappropriated.....	.....	634,666 67	.....	.....
Do.....	For purposes of education; same article and treaty.	.....do.....	Twenty instalments of \$3,000 each; eighteen unappropriated.....	.....	54,000 00	.....	.....
Do.....	For support of smith shops; same article and treaty.	.....do.....	Fifteen instalments, estimated at \$2,120 each; thirteen unappropriated.....	.....	27,560 00	.....	.....
Do.....	For powder, shot, and lead &c.....	.....do.....	Five instalments \$600 each; two unappropriated.....	.....	1,800 00	.....	.....
Do.....	For transportation and expenses; see article 5th of treaty.	.....do.....	Expenses necessary to deliver annuities, say \$5,000 per year for nine years, \$3,000 per year next ten years, and \$1,000 per year next nine years.....	.....	84,000 00	.....	.....
Chickasaws.....	Permanent annuity in goods.....	Vol. 1, page 619.....	Act February 28, 1799, \$3,000 per year.	.....	.....	\$3,000 00	\$60,000 00
Chippewas, Menomonee, Winnebagoes, and New York Indians.	Education during the pleasure of Congress.	Vol. 7, page 304.....	Fifth article of the treaty August 11, 1827.....	\$1,500 00	.....	.....	.....

Chippewas of Saginaw & Swan creek, and Black river, Michigan.	Five instalments for education, of \$4,000 each; 2d article treaty 2d August, 1855.	1st session 34th Congress, page 32.	Four instalments yet unappropriated.....	18,000 00		
Do.....	Five instalments for agricultural implements, tools, furniture, cattle, &c., of \$5,000 each; same article.	.....do.....	Four instalments yet to be appropriated.....	20,000 00		
Do.....	Ten instalments in coin, of \$10,000 each, and for support of smith-shops ten years, \$1,240 per year; same article, &c.	.....do.....	Nine instalments yet to be appropriated.....	101,160 00		
Chippewas of Sault Ste. Marie.	Compensation for right of fishery relinquished; 1st and 2d articles treaty 2d August, 1855.	1st session 34th Congress, page 37.	Awarded by referee.....	17,475 00		
Choctaws.....	Permanent annuities.....	Vol. 7, pages 213, 218, and 235.	2d article treaty November 16, 1805..... \$3,000 18th article treaty October 18, 1820..... 600 2d article treaty January 20, 1825..... 6,000			
Do.....	Provisions for smiths, &c.....	Vol. 7, pages 212 and 236.	6th article treaty October 18, 1820, and 9th article treaty January 20, 1825—say \$920.....	9,600 00	192,000 00	
Do.....	Interest on \$500,000; articles 10 and 18 treaty June 22, 1855.	1st sess. 34th Congress, Supplement, pages 23 and 24.	Five per cent. for educational purposes.....	920 00	18,400 00	
Creeks.....	Permanent annuities.....	Vol. 7, pages 36, 69, and 287.	4th article treaty August, 1790, \$1,300 2d article treaty June 16, 1802. 3,000 4th article treaty January 24, 1826..... 20,000	25,000 00	500,000 00	
Do.....	Smith-shops, &c.....	Vol. 7, page 287.....	8th article treaty January 24, 1826—say \$1,110.....	24,500 00	490,000 00	
Do.....	Smiths, &c., two for twenty-seven years; treaties 24th March, 1832, and 7th August, 1856.	Vol. 7, page 368, &c....	Seven of twenty-seven instalments to be appropriated.....	1,110 00	22,200 00	
Do.....	Wheelwright, permanent.....	Vol. 7, page 287.....	8th article treaty January, 1826—\$600.....	15,540 00		
Do.....	Thirty-three instalments for education; 13th article treaty March, 1832, and 4th article treaty January, 1845.	Vol. 7, page 368, and vol. 9, page 622.	Thirty-three instalments, \$3,000 each; seven yet unappropriated.....	600 00	12,000 00	
Do.....	Twenty instalments for education; 4th article treaty January, 1845.	Vol. 7, page 368, and vol. 9, page 622.	Twenty instalments, of \$3,000 each; seven unappropriated.....	21,000 00		
Do.....	Allowance during the pleasure of the President.	Vol. 7, pages 287 and 419.	5th article treaty February 14, 1833, and 8th article treaty Jan. 24, 1836. 4,710 00			
Do.....	Interest on \$200,000 held in trust; 6th article treaty August 7, 1856.	(Treaty not printed)...	Five per cent. for education.....	10,000 00	200,000 00	
Do.....	Payment to the Creek Nation; 6th article treaty August 7, 1856.	.....do.....	One instalment, payable as annuity...	400,000 00		
Do.....	Payment to certain emigrant Creeks; same article treaty.	.....do.....	Amount in one payment.....	120,000 00		

## STATEMENT—Continued.

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REPORT ON THE FINANCES.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, remarks, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, amounts incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Creeks, .....	Payment to certain Creeks who received money in lieu of reservations of lands; same article treaty.	(Treaty not printed)....	Amount in one payment.....	\$10,000 00	.....	.....	.....
Do.....	Payment of certain claims of individual Creeks; same article treaty.	.....do.....	.....do.....do.....	70,000 00	.....	.....	.....
Delawares.....	Life annuities to two chiefs.....	Vol. 7, page 399.....	Treaties of 1818, 1829, and 1832. ....	200 00	.....	.....	.....
Do.....	Interest on \$46,080, at 5 per cent.....	Vol. 7, page 327.....	Resolution of the Senate, January 19, 1833.....	.....	.....	.....	.....
Do.....	Eight instalments, of \$1,250 each.....	Vol. 10, page 1050.....	6th article treaty May 6, 1854; eight instalments, of \$1,250 each; five yet to be appropriated.....	.....	.....	\$2,304 00	\$46,080 00
Florida Indians, or Seminoles.	Fifteen instalments in goods of \$2,000, and fifteen in money of \$3,000.	Vol. 7, page 369, and vol. 9, page 822.	4th article treaty May 9, 1832, and 6th article treaty January 4, 1845; two instalments yet to be appropriated...	.....	.....	.....	.....
Do.....	Ten instalments for support of schools; 8th article treaty 7th August, 1856.	(Treaty not printed)....	Ten payments, of \$3,000 each.....	.....	.....	.....	.....
Do.....	Ten instalments for agricultural assistance; same article treaty.	.....do.....	Ten payments, of \$2,000 each.....	.....	.....	.....	.....
Do.....	Ten instalments for support of smiths and shops; same article.	.....do.....	Ten payments, of \$2,200 each.....	.....	.....	.....	.....
Do.....	Interest, at 5 per cent., on \$250,000; same article and treaty.	.....do.....	\$12,500 as annuity.....	.....	.....	12,500 00	250,000 00
Do.....	Payment in lieu of improvements; same treaty, article 8th, and amendment.	.....do.....	One payment applicable to removal, &c.....	90,000 00	.....	.....	.....
Do.....	Removal of Seminoles in Florida, and for presents, and \$20,000 for improvements for emigrants.	.....do.....	Estimated cost of all the stipulations of article 9 of this treaty, \$143,000..	143,000 00	.....	.....	.....
Do.....	Expenses and compensation of delegations from Creek and Seminole country West to Florida and back; article 10th.	.....do.....	Estimated cost of fulfilling 10th article, \$50,000.....	50,000 00	.....	.....	.....
Do.....	Expenses of surveying and marking boundaries; article 21st.	.....do.....	Estimated cost of fulfilling 21st article, \$10,000.....	10,000 00	.....	.....	.....
Do.....	Payment to Black Dirt; article 11th...	.....do.....	For services in the war of 1812, \$400..	400 00	.....	.....	.....



Do.....	Expenses of delegations that negotiated the treaty; article 23d.	.....do.....	11,000 00		
owas.....	Interest on \$57,500, being the balance of \$157,000.	Vol. 7, page 568, and vol. 10, page 1071.	2d article treaty October 19, 1838, and 9th article treaty May 17, 1854.....	2,875 00	57,500 00
Kansas.....	Interest on \$200,000.....	Vol. 8, page 842.....	2d article treaty January 14, 1846.....	10,000 00	200,000 00
Kaskaskias and others.	Six instalments; three of \$13,000, and three of \$9,000, each.	Vol. 10, page 1084.....	6th article treaty May 30, 1854; three of \$9,000 to be appropriated.....	27,000 00	
Do.....	Five instalments for smiths, &c.....	.....do.....	Two yet to be appropriated, say \$940 each.....	1,880 00	
Kickapoos.....	Interest on \$100,000.....	Vol. 10, page 1079.....	2d article treaty May 18, 1854.....	5,000 00	100,000 00
Do.....	Graduated payments on \$200,000.....	.....do.....	2d article treaty May 18, 1854; \$65,000 heretofore appropriated; due.....	135,000 00	
Menomonies.....	Pay of a miller 15 years.....	Vol. 9, page 953, and vol. 10, page 1065.	3d article treaty May 12, 1854; \$9,000; heretofore appropriated, \$2,400.....	6,600 00	
Do.....	Support of smith-shop 12 years.....	.....do.....	Eleven instalments of \$916 66½ each.....	10,083 33	
Do.....	Ten instalments of \$20,000 each.....	Vol. 9, page 953.....	4th article treaty of 1848; nine to be paid.....	180,000 00	
Do.....	Fifteen equal instalments to pay \$242,686; to commence in 1867.	Vol. 10, page 1065.....	The payment of the \$200,000 begins in 1857, and ends in 1866; then payment of \$242,686 is to commence; the two sums to be paid in twenty-five years ensuing.....	242,686 00	
Do.....	Payment for two townships of land; 3d article treaty May 12, 1854, and 1st and 2d articles treaty February 11, 1856.	Vol. 10, page 1065, and 1st session 34th Congress, page 45.	Two townships at 60 cents per acre; for settlement of Stockbridges.....	27,648 00	
Miamies.....	Permanent provisions for smith-shop, &c., and miller.	Vol. 7, pages 191 and 464, and vol. 10, page 1095.	5th article treaty October 6, 1818; 5th article treaty October 23, 1834; and 4th article treaty June 5, 1854; say \$940 for shop, and \$600 for miller... \$12,000 per year; four yet to be appropriated, total \$50,000. This amount is subject to a reduction of \$4,663 89. (See act August 30, 1852, and treaty June 5, 1854, article 6th).....	1,540 00	30,800 00
Do.....	Twenty instalments in money; 2d article treaty of 1840, and 6th article cle treaty 1854.	Vol. 10, page 1095, and vol. 7, page 583.	4th article treaty June 5, 1854; three yet to be appropriated.....	95,217 33	
Do.....	Six instalments of \$31,739 11 each to Miamies residing west.	Vol. 10, page 1095.....	3d article treaty June 5, 1854.....	2,500 00	50,000 00
Do.....	Interest on \$50,000, 5 per cent.....	Vol. 10, page 1094.....	Senate's amendment 4th article treaty of 1854.....	11,062 89	221,257 86
Do.....	Interest on \$21,257 86, in trust.....	Vol. 10, page 1099.....	4th article treaty 1795; 3d article treaty 1805; and 3d article treaty of September 1809; aggregate.....	1,100 00	22,000 00
Eel river Miamies.....	Permanent annuities.....	Vol. 7, pages 51, 81, 114, and 116.	10th article treaty of September 9, 1849.	5,000 00	
Navajoes, Nisqually, and other bands of Puget's sound.	Presents to the tribe.....	Vol. 9, page 975.....	4th article treaty December 26, 1854; the sum of \$6,250 having been appropriated; hereafter required.....	26,250 00	
Do.....	Graduated payments, extending 20 years, for payment of \$32,500.	Vol. 10, page 1133.....	10th article treaty December 26, 1854; estimated at \$4,500 per year; 18 instalments yet to be appropriated.....	81,000 00	
Do.....	Pay of instructor, smith, physician, carpenter, &c., 30 years.	Vol. 10, page 1134.....			

## STATEMENT—Continued.

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REPORT ON THE FINANCES.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, remarks, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, amounts incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Osages .....	Twenty instalments, second article treaty January 11, 1839.	Vol. 7, page 576.....	Twenty instalments of \$20,000 each, one to be appropriated.....	.....	\$20,000 00	.....	.....
Do.....	Smith establishment for twenty years; same article.	....., do.....	Twenty instalments of \$2,000, one to be appropriated.....	.....	2,000 00	.....	.....
Omahas .....	Forty instalments, graduated, (\$840,000,) extending over forty years.	Vol. 10, page 1044.....	Two instalments paid, (see fourth article treaty March 16, 1854,) to be appropriated.....	.....	760,000 00	.....	.....
Do... ..	Support of smith-shops, miller, and farmer, ten years.	Vol. 10, page 1045.....	Eighth article treaty, estimated at \$2,140 per year eight years; to be provided for.....	.....	17,130 00	.....	.....
Ottos and Missourias.	Forty instalments, graduated, (\$385,000,) extending through forty years.	Vol. 10, page 1039.....	Fourth article treaty March 15, 1854, two instalments paid; to be appropriated hereafter.....	.....	345,000 00	.....	.....
Do.... ..	Support of smith-shops, miller, and farmer, ten years.	Vol. 10, page 1040.....	Seventh article treaty March 15, 1854, estimated at \$2,140 per year; two paid, two to be appropriated.....	.....	17,130 00	.....	.....
Ottawas of Kansas....	Permanent annuities, their proportion of.	Vol. 7, pages 54, 106, 179, and 220.	Fourth article treaty August 3, 1795; second article treaty November 17, 1807; fourth article treaty September 17, 1818; fourth article treaty August 29, 1831.....	.....	\$2,600 00	\$52,000 00	.....
Ottawas and Chippewas of Michigan.	Interest on \$200,000, at 6 per cent.....	Vol. 7, page 497.....	Resolution of Senate of May 19, 1836, \$12,000 per year.....	.....	12,000 00	240,000 00	.....
Do.....	Education, \$5,000; missions, \$3,000; medicines, \$300; during pleasure of Congress.	Vol. 7, page 492.....	See fourth article of treaty of March 28, 1836.....	\$8,300 00	.....	.....	.....
Do.....	Three blacksmiths, &c.; one gunsmith, &c.; two farmers and assistants, and two mechanics and assistants, during the pleasure of Congress and the President.	Vol. 7, page 493.....	See seventh article of treaty of March 28, 1836, annually allowed since the expiration of the number of years named in the treaty—aggregate, \$6,440.....	6,440 00	.....	.....	.....
Do.....	Ten equal instalments for education, \$8,000 each; second article treaty July 31, 1855.	Treaty not published..	Nine instalments due.....	.....	72,000 00	.....	.....

Do.....	Five equal instalments of \$15,000 each; same article and treaty.	.....do.....	For agricultural implements, tools, &c.; four instalments to be paid....	60,000 00	.....	.....
Do.....	Support of four smith-shops for ten years; same article treaty.	.....do.....	Nine of \$4,250 each, to be paid.....	40,250 00	.....	.....
Do.....	In part payment of \$360,000; same article and treaty.	.....do.....	\$10,000 per year for ten years, nine years to be appropriated.....	90,000 00	.....	.....
Do.....	\$206,000, to be paid after ten years....	.....do.....	Interest on unpaid consideration, to be paid as annuity.....	206,000 00	.....	.....
Do.....	Interest on \$206,000 nine years, same article, \$92,700; and interest on nine unpaid instalments of \$10,000 each, \$18,000.	.....do.....	To be paid as per capita, nine instalments yet to be paid—\$3,500 each ..	110,700 00	.....	.....
Do.....	Ten instalments of \$3,500 each, to be paid to Grand River Ottawas; same article and treaty.	.....do.....	See fourth article treaty October 9, 1833.....	31,500 00	.....	.....
Pawnees....	Agricultural implements during the pleasure of the President.	Vol. 7, page 488.....	Fourth article treaty of 1795, \$1,000; third article treaty of 1809, \$500; third article treaty of 1818, \$2,500; second article treaty of 1828, \$2,000; second article treaty of July, 1829, \$16,000; tenth article treaty of June, 1846, \$300.....	1,000 00	.....	.....
Pottawatomies.....	Permanent annuities in money.....	Vol. 7, pages 51, 114, 185, 317, and 320; vol. 9, page 855.	3d article treaty of October 16, 1832, \$200, and 3d article treaty September 26, 1833, \$700 .....	.....	22,300 00	446,000 00
Do.....	Life annuities to surviving chiefs .....	Vol. 7, pages 379 and 433.	3d article treaty of October 16, 1826; 2d article treaty of September 20, 1828; and 4th article treaty of October 27, 1832, \$5,000.....	900 00	.....	.....
Do.....	Education during pleasure of Congress.	Vol. 7, pages 296, 318, and 401.	2d article treaty of September 20, 1828; and 2d article treaty July 29, 1829; three shops at \$940 each per year, \$2,820 .....	5,000 00	.....	.....
Do.....	Permanent provision for three smiths and assistants, shops, &c.	Vol. 7, pages 318, 296, and 321.	3d article treaty 1803; 3d article treaty of October, 1826; and 2d article treaty of July 29, 1829; estimated \$500.....	.....	2,820 00	56,400 00
Do.....	Permanent provision for furnishing salt.	Vol. 7, pages 75, 296, and 320.	7th article treaty June, 1846; annual interest, \$32,150 .....	.....	500 00	.....
Do.....	Interest on \$643,000 at 5 per cent.....	Vol. 9, page 854.....	2d article treaty of November 17, 1807; \$400.....	.....	32,150 00	643,000 00
Pottawatomies of Huron.	Permanent annuities.....	Vol. 7, page 106.....	3d article of the treaty of May 13, 1833, \$1,000 per year for education, and \$1,660 for smith, farmer, &c.; \$2,660.	.....	400 00	8,000 00
Quapaws.....	Provision for education, \$1,000 per year, and for smith and shop and farmer during the pleasure of the President.	Vol. 7, page 425.....	3d article treaty September 10, 1853; thirteen instalments yet to be appropriated .....	2,660 00	.....	.....
Rogue River.....	Sixteen instalments of \$2,500 each ...	Vol. 10, page 1019.....	3d article treaty November 18, 1854; thirteen instalments to be provided for.....	.....	32,500 00	.....
Shasta, Scoton, and Umpqua Indians.	\$2,000 annually, for fifteen years.....	Vol. 10, page 1122.....		.....	26,000 00	.....

# STATEMENT—Continued.

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REPORT ON THE FINANCES.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, remarks, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, amounts incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuit. <sup>68</sup> .
Shasta, Scoton, and Umpqua Indians.	Support of schools and farmer fifteen years.	Vol. 10, page 1123.....	5th article same treaty; estimate for schools, \$1,200 per year, and farmer, \$600 per year—\$1,800 per year—thirteen years.....		\$23,400 00		
Do .....	Two smiths, &c., for five years.....	.....do.....	Same article, three years, at \$2,120 per year.....		6,360 00		
Do .....	Physicians, medicines, &c., for ten years.	.....do.....	Same article, eight years, at \$1,060 per year.....		9,540 00		
Sacs and Foxes of Missouri.	Interest on \$157,400.....	Vol. 10, page 544.....	2d article treaty October 21, 1837.....			\$7,870 00	\$157,400 00
Do .....	Balance of \$48,000.....	Vol. 10, page 1075.....	2d article treaty May 18, 1854; to be appropriated.....		8,000 00		
Sacs and Foxes of Mississippi.	Permanent annuity .....	Vol. 7, page 85.....	3d article treaty November, 1804—\$1,000 .....			1,000 00	20,000 00
Do .....	Interest on \$200,000, at 5 per cent ...	Vol. 7, page 541.....	2d article treaty October, 1837—\$10,000.....			10,000 00	200,000 00
Do .....	Interest on \$800,000, at 5 per cent ...	Vol. 7, page 596.....	2d article treaty October 11, 1842—\$40,000.....			40,000 00	800,000 00
Do .....	Thirty instalments, of \$20,000 each...	Vol. 7, page 375.....	3d article treaty September 21, 1832; five instalments yet to be provided for.....		100,000 00		
Do .....	Provisions for smith and shop, gun-smith and shop, and for tobacco and salt.	.....do.....	4th article treaty September 21, 1832; five instalments yet to be provided for, annually estimated at \$2,880.....		14,400 00		
Senecas .....	Permanent annuities .....	Vol. 7, pages 161 and 179.	4th article treaty September 29, 1817 ..... \$500 4th article treaty Sept. 17, 1818. 500				
Do .....	Provisions for smith and smith-shop, and miller, during the pleasure of the President.	Vol. 7, page 349.....	4th article treaty February 28, 1831—say \$1,660.....	\$1,660 00		1,000 00	20,000 00
Senecas of New York.	Permanent annuity.....	Vol. 4, page 442.....	Act February 19, 1831.....	\$6,000 00			
Do .....	Interest on \$75,000.....	Vol. 9, page 35.....	Act June 27, 1846.....	3,750 00			
Do .....	Interest on \$43,050, transferred to the treasury from the Ontario Bank.	.....do.....	Act June 27, 1846.....	2,152 50			
						11,902 50	238,050 00

Senecas & Shawnees.	Permanent annuity.....	Vol. 7, page 179.....	4th article treaty September 17, 1818..	1,000 00	20,000 00
Do .....	Provisions for support of smiths and shops, during the pleasure of the President.	Vol. 7, page 352.....	4th article treaty July 20, 1831 ..	1,060 00	
Shawnees .....	Permanent annuities for education....	Vol. 7, pages 51, 161, and vol. 10, page 1056	4th article treaty August 3, 1795; 4th article treaty September 29, 1817; and 3d article treaty May 10, 1854..		
Do.. .....	Interest on \$40,000.....	.....do.....	3d article treaty May 10, 1854.....	5,000 00	100,000 00
Do.....	Payments for lands; eight instalments	.....do.....	3d art. treaty May 10, 1854; \$300,000, appropriated heretofore; 5 remaining	2,000 00	40,000 00
Six Nations of New York.	Permanent annuity in clothing, &c....	Vol. 7, page 46.....	6th article treaty November 11, 1794; \$4,500 per year.....	489,000 00	
Sioux of the Mississippi.	Interest on \$300,000.....	Vol. 7, page 539.....	2d article treaty September 29, 1837..	4,500 00	90,000 00
Do.....	Fifty instalments of interest on \$112,000, being 10 cents per acre for reservation.	Vol. 10, page 951.....	Senate's amendment to 3d article; forty-four instalments of \$5,600 to be provided for.....	15,000 00	300,000 00
Do.....	Fifty instalments of interest on \$1,360,000, at five per cent.	Vol. 10, page 950.....	4th article treaty July 23, 1851; \$68,000 per year; forty-four instalments to be provided for.....	*246,400 00	
Do.....	Fifty instalments of interest on \$1,160,000.	Vol. 10, page 955.....	4th article treaty August 5, 1851; \$58,000 per year; forty-four instalments yet to be appropriated.....	2,992,000 00	
Do.....	Fifty instalments of interest on \$69,000, being 10 cents per acre for reservation.	Vol. 10, page 957.....	Senate's amendment to 3d article treaty August 5, 1851; forty-four instalments of \$3,450 to be provided for.....	2,552,000 00	
Treaty at Fort Laramie.	Ten instalments in goods and provisions, &c.	Treaty not published..	7th article treaty September 17, 1851, as amended; \$50,000 per year; four instalments unpaid.....	*151,800 00	
Do.....	Expenses of transportation, &c.....	.....do.....	Same article; estimated \$20,000 per year.....	200,000 00	
Umpquas, Cow Creek band.	Twenty instalments of \$550 each....	Vol. 10, page 1023.....	3d article treaty September 19, 1853; seventeen payments to be appropriated.....	80,000 00	
Umpquas, Calapooias, &c., Oregon.	Twenty instalments, payments graduated.	Vol. 10, page 1126.....	3d article treaty November 29, 1854; one instalment appropriated, eighteen to be provided.....	9,350 00	
Do.....	Support of teachers, &c., 20 years....	Vol. 10, page 1127.....	6th article treaty; estimated at \$700 per year.....	32,500 00	
Do.....	Physician, 15 years .....	.....do.....	6th article treaty; estimated at \$1,000 per year.....	12,600 00	
Do.....	Smith and shop, and farmer, 10 years..	.....do.....	6th article treaty; estimated at \$1,660 per year.....	13,000 00	
Utahs .....	Presents .....	Vol. 9, page 985 .....	8th article treaty December 30, 1849..	13,280 00	
Willamette Valley bands.	Twenty instalments, graduated payments.	Vol. 10, page 1144.....	2d article treaty January 10, 1855; two instalments, appropriated balance..	5,000 00	
Do.....	Physician, smith, &c., five years.....	Vol. 10, page 1145.....	3d article; estimated at \$2,260 per year, three years.....	130,000 00	
Winnebagoes.....	Interest on \$1,100,000.....	Vol. 7, page 546.....	4th article treaty November, 1837.....	6,780 00	
Do.....	Thirty instalments of interest on \$85,000.	Vol. 9, page 879.....	4th article treaty October 13, 1836, \$4,250 per year; twenty instalments to be appropriated.....	55,000 00	1,100,000 00
				85,000 00	

## STATEMENT—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, remarks, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, amounts incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Winnebagoes.....	Annuity of \$18,000, thirty instalments.	Vol. 7, page 323.....	2d article treaty August, 1829; two instalments due.....	.....	\$36,000 00	.....	.....
Do.....	Annuity of \$10,000; twenty-seven instalments.	Vol. 7, page 371.....	3d article treaty September 15, 1832; two instalments due .....	.....	20,000 00	.....	.....
Do.....	Salt and tobacco .....	Vol. 7, pages 323 & 372.	2d article treaty 1829, and 5th article treaty 1832; two due; say .....	.....	2,400 00	.....	.....
Do.....	Three smiths and assistants, laborers, &c.	Vol. 7, page 324. ....	3d article treaty 1829, say two years to be provided for. ....	.....	6,370 00	.....	.....
Do.....	Education, agriculturist, &c., and physician.	Vol. 7, page 372.....	4th and 5th articles treaty September 15, 1832; \$5,900 per year, two payments to be provided.....	.....	11,800 00	.....	.....
Wyandotts.....	Three instalments to pay \$380,000....	Vol. 10, page 1162.....	6th article treaty January 31, 1855; one instalment yet to be paid.....	.....	126,666 67	.....	.....
				995,213 00	12,717,546 11	350,654 39	7,003,087 86

\* The Indians having accepted and removed to the reservations which the Senate had determined they must relinquish, and Congress having recently authorized the President to confirm those reservations to them, after such confirmation is formally made and accepted, the question may arise whether the United States is longer bound to pay these items to the Indians.

OFFICE INDIAN AFFAIRS, November 13, 1856.



## No. 5.

*Statement of stocks held by the Secretary of the Treasury in trust for Chickasaw national fund.*

Description of stocks.	Amount.	Explanations in regard to payment of interest.	Interest payable July 1, 1856.
Six per cent. bonds of State of Arkansas due 1868.	\$90,000 00	Coupons paid only to Jan. 1, 1842.	*\$78,300 00
Six per cent. bonds of State of Indiana due 1857.	141,000 00	Coupons paid by 3 per cent. fund to July 1, 1849, in full. Interest since is 59,220 00 3 per cent. applied since in part.----- 16,812 26	42,407 74 Paid.
Six per cent. bonds of State of Indiana due 1856.	61,000 00	Coupons of these bonds are regularly paid.	Paid.
Six per cent. bonds of State of Illinois due 1860.	17,000 00	Since 1845 coupons paid by applying 3 per cent. fund.	Paid.
Six per cent. stock of State of Maryland due 1870.	6,149 57	-----	Paid.
Six per cent. stock of State of Maryland due 1890.	8,350 17	-----	Paid.
Six per cent. bonds of Nashville and Chattanooga Railroad Company due 1881.	512,000 00	-----	Paid.
Six per cent. bonds Richmond and Danville Railroad Company due 1876.	100,000 00	-----	Paid.
Six per cent. stock of State of Ohio due 1856.	100,000 00	-----	Paid.
Six per cent. stock of State of Tennessee due 1890.	104,000 00	-----	Paid.
5½ per cent. bonds of State of Tennessee due 1861.	66,666 66	-----	Paid.
Stocks of the United States, as follows :			
Six per cent. loan of 1842, redeemable in 1862.	104,039 77	-----	Paid.
Six per cent. loan of 1847, redeemable in 1867.	135,250 00	-----	Paid.
Six per cent. loan of 1848, redeemable in 1868.	37,491 80	-----	Paid.
Total-----	1,482,947 97	Arrearages of interest due.	* 120,704 74
Amount of stocks held in trust for sundry Indian tribes by Secretary of Interior, per report.-----	2,028,676 11		

\* Interest advanced to Indians under several acts to July 1, 1853, to be repaid the treasury when collected from the State.

## No. 5—Continued.

## SMITHSONIAN FUND.

*Statement of stocks now held by the Secretary of the Treasury which were purchased for the Smithsonian fund and held as security for moneys paid to that institution; showing also the amount of interest due on the said stocks up to November 30, 1856, together with the amount in the treasury at the credit of the fund.*

Character of stocks.	Amount.	Interest due on stocks up to Nov. 30, 1856.	In the treasury at the credit of the Smithsonian fund.	Aggregate on all accounts.
State of Arkansas.....	\$538,000 00	\$434,012 88	-----	-----
State of Michigan.....	8,000 00	200 00	-----	-----
State of Illinois.....	56,000 00	1,400 00	-----	-----
State of Ohio.....	18,000 00	450 00	-----	-----
United States loan.....	66,761 64	1,669 04	-----	-----
	686,761 64	437,731 92	\$95,122 13	1,219,615 99

## No. 6.

*Balances of appropriations of trust or special funds on the books of the Treasury for the fiscal year ending June 30, 1856.*

Smithsonian Institution.....	\$68,099 67
Unclaimed merchandise.....	93,458 47
Claims on Spain, (old).....	2,427 31
Claims on France, (old).....	11,731 02
Awards under first article of treaty of Ghent.....	4,112 89
Awards under the convention with Denmark.....	2,453 53
Awards under the convention with the Two Sicilies.....	166 67
Awards under the convention with the Queen of Spain.....	11
Awards under the convention with Peru.....	7,390 97
Awards under the convention with the Mexican Republic.....	2,250 47
Awards under the convention with Brazil.....	16,672 95
Carrying into effect treaty with Chickasaws of October 20, 1822, per act of April 30, 1836.....	55,581 52
Chickasaw orphans, under article eight of treaty of July 1, 1834.....	2,413 26
Incompetent Indians, under article four of Chickasaw treaty.....	3,703 56
Cherokee schools.....	12,782 46
Kansas schools.....	14,843 39
Choctaw education.....	2,589 38
Navy hospital fund.....	74,896 50
Navy pension fund.....	3,633 33
Privateer pension fund.....	2,130 47
Prize fund—a fund arising from captures, paid into the treasury under act of March 3, 1849, but which is payable to captors.....	35,147 70
Chippewas of Swan creek.....	1,877 24
Cherokee treaty 1835-'36.....	18,598 06
Chippewas and Ottawas.....	3,771 10
Chippewas, Ottawas, and Pottawatomies—education.....	10,782 38

## No. 6—Continued.

Chippewas, Ottawas, and Pottawatomies—mills.....	\$14,136 01
Choctaw orphan reservations.....	30,142 31
Choctaws under convention with Chickasaws.....	13,897 70
Creek orphans.....	11,106 37
Cherokee orphans.....	3,015 00
Delawares.....	824 79
Menomonies.....	1,730 54
Ottawas of Blanchard's Forks.....	1,612 47
Osages—education.....	13,811 80
Ottawas of Roche de Boeuf.....	527 84
Senecas of New York.....	46 96
Senecas.....	125 00
Senecas and Shawnees.....	446 48
Shawnees.....	1,459 07
Stockbridges and Munsees.....	156 12
Wyandotts.....	5,345 68
	<u>549,898 55</u>

## No. 7.

*For the stock belonging to the United States in the following canals, the sums specified were paid from the Treasury.*

Dismal Swamp canal.....	\$200,000 00
Chesapeake and Delaware canal.....	450,000 00
Chesapeake and Ohio canal.....	999,990 00

Besides the \$1,500,000 assumed for the cities of the District of Columbia, for which their stock was assigned to the United States.

Louisville and Portland canal.....	\$233,500 00
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The payment of dividends on the stock of the United States in this canal ceased in 1842, from which date they were applied, under the amended charter of that year, to the purchase of the stock of individuals, and have now resulted in the ownership of the whole canal by the United States—all the private stock having been purchased.

## No. 8.

*Gold and silver coinage at the Mint of the United States in the several years from its establishment, in 1792, and including the coinage of the branch mints and the assay office, (New York,) from their organization to September 30, 1856.*

Years.	Gold.	Silver.	Aggregate.
1793 to 1795.....	\$71,485 00	\$370,683 80	\$442,168 80
1796.....	102,727 50	79,077 50	181,805 00
1797.....	103,422 50	12,591 45	116,013 95
1798.....	205,610 00	330,291 00	535,901 00
1799.....	213,285 00	423,515 00	636,800 00
1800.....	317,760 00	224,296 00	542,056 00
1801.....	422,570 00	74,758 00	497,328 00
1802.....	423,310 00	58,343 00	481,653 00

## No. 8—Continued.

Years.	Gold.	Silver.	Aggregate.
1803.....	\$258,377 50	\$87,118 00	\$345,495 50
1804.....	258,642 50	100,340 50	358,983 00
1805.....	170,367 50	149,388 50	319,756 00
1806.....	324,505 00	471,319 00	795,824 00
1807.....	437,495 00	597,448 75	1,034,943 75
1808.....	284,665 00	684,300 00	968,965 00
1809.....	169,375 00	707,376 00	876,751 00
1810.....	501,435 00	638,773 50	1,140,208 50
1811.....	497,905 00	608,340 00	1,106,245 00
1812.....	290,435 00	814,029 50	1,104,464 50
1813.....	477,140 00	620,951 50	1,098,091 50
1814.....	77,270 00	561,687 50	638,957 50
1815.....	3,175 00	17,308 00	20,483 00
1816.....	-----	28,575 75	28,575 75
1817.....	-----	607,783 50	607,783 50
1818.....	242,940 00	1,070,454 50	1,313,394 50
1819.....	258,615 00	1,140,000 00	1,398,615 00
1820.....	1,319,030 00	501,680 70	1,820,710 70
1821.....	189,325 00	825,762 45	1,015,087 45
1822.....	88,980 00	805,806 50	894,786 50
1823.....	72,425 00	895,550 00	967,975 00
1824.....	93,200 00	1,752,477 00	1,845,677 00
1825.....	156,385 00	1,564,583 00	1,720,968 00
1826.....	92,245 00	2,002,090 00	2,094,335 00
1827.....	131,565 00	2,869,200 00	3,000,765 00
1828.....	140,145 00	1,575,600 00	1,715,745 00
1829.....	295,717 50	1,994,578 00	2,290,295 50
1830.....	643,105 00	2,495,400 00	3,138,505 00
1831.....	714,270 00	3,175,600 00	3,889,870 00
1832.....	798,435 00	2,579,000 00	3,377,435 00
1833.....	978,550 00	2,759,000 00	3,737,550 00
1834.....	3,954,270 00	3,415,002 00	7,369,272 00
1835.....	2,186,175 00	3,443,003 00	5,629,178 00
1836.....	4,135,700 00	3,606,100 00	7,741,800 00
1837.....	1,148,305 00	2,096,010 00	3,244,315 00
1838.....	1,809,595 00	2,315,250 00	4,124,845 00
1839.....	1,375,760 00	2,098,636 00	3,474,396 00
1840.....	1,690,802 00	1,712,178 00	3,402,980 00
1841.....	1,102,097 50	1,115,875 00	2,217,972 50
1842.....	1,833,170 50	2,325,750 00	4,158,920 50
1843.....	8,302,787 50	3,722,250 00	12,025,037 50
1844.....	5,428,230 00	2,235,550 00	7,663,780 00
1845.....	3,756,447 50	1,873,200 00	5,629,647 50
1846.....	4,034,177 50	2,558,580 00	6,592,757 50
1847.....	20,221,385 00	2,374,450 00	22,595,835 00
1848.....	3,775,512 50	2,040,050 00	5,815,562 50
1849.....	9,007,761 50	2,114,950 00	11,122,711 50
1850.....	31,981,738 50	1,866,100 00	33,847,838 50
1851.....	62,614,492 50	774,397 00	63,388,889 50
1852.....	56,846,187 50	999,410 00	57,845,597 50
1853.....	55,213,906 94	9,077,571 00	64,291,477 94
1854.....	52,094,595 47	8,619,270 00	60,713,865 47
1855, (to September 30).....	41,166,557 93	2,893,745 00	44,060,302 93
1856, (to September 30).....	58,936,893 41	5,347,070 49	64,283,963 90
Total.....	444,442,438 75	104,899,475 39	549,341,914 14

*Statement of deposits and coinage at the Mint of the United States, branches, and assay office, during the fiscal year ending June 30, 1856.*

## DEPOSITES.

Description.	Mint of the U. S., Philadelphia.	Branch mint, New Orleans.	Branch mint, San Francisco.	Branch mint, Dahlonga.	Branch mint, Charlotte.	Assay office, New York.	Total.
<b>GOLD.</b>							
Foreign coin.....	\$22,267 00	\$15,058 40	-----	-----	-----	\$39,329 26	\$76,654 66
Foreign bullion .....	149,160 00	9,935 15	\$2,304 09	-----	-----	237,363 50	398,762 74
United States coin, (O. S.).....	1,880 00	-----	-----	-----	-----	-----	1,880 00
United States bullion .....	10,113,343 16	338,416 53	29,712,534 62	\$106,463 59	\$172,624 93	19,165,226 67	59,608,609 50
<b>Total gold.....</b>	<b>10,286,650 16</b>	<b>363,410 08</b>	<b>29,714,838 71</b>	<b>106,463 59</b>	<b>172,624 93</b>	<b>19,441,919 43</b>	<b>60,085,906 90</b>
<b>SILVER.</b>							
Deposited, (including purchases.)	2,659,196 52	2,290,903 12	168,893 06	-----	-----	224,058 10	5,343,050 80
United States bullion, (parted.)..	13,338 61	2,152 92	135,343 69	-----	-----	143,637 33	294,472 55
<b>Total silver.....</b>	<b>2,672,535 13</b>	<b>2,293,056 04</b>	<b>304,236 75</b>	<b>-----</b>	<b>-----</b>	<b>367,695 43</b>	<b>5,637,523 35</b>
<b>Total deposits.....</b>	<b>12,959,185 29</b>	<b>2,656,466 12</b>	<b>30,019,075 46</b>	<b>106,463 59</b>	<b>172,624 93</b>	<b>19,809,614 86</b>	<b>65,723,430 25</b>
Less amount re-deposited at the different institutions.....	-----	-----	-----	-----	-----	-----	10,746,077 09
<b>Actual deposits.....</b>	<b>-----</b>	<b>-----</b>	<b>-----</b>	<b>-----</b>	<b>-----</b>	<b>-----</b>	<b>54,977,353 16</b>

## STATEMENT—Continued.

## COINAGE.

Denomination.	Mint of United States, Philadelphia.		Branch Mint, New Orleans.		Branch Mint, San Fran- cisco.		Branch Mint, Dahlongega.		Branch Mint, Charlotte.		Assay office, New York.		Total.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
<b>GOLD.</b>														
Double eagles.....	340,646	\$6,812,920 00	7,250	\$145,000	1,234,250	\$24,685,000 00							1,582,146	\$31,642,920 00
Eagles.....	60,490	604,900 00	28,000	280,000	19,000	190,000 00							107,490	1,074,900 00
Half eagles.....	191,982	959,910 00	11,100	55,500	107,100	535,500 00	21,277	\$106,385	34,212	\$171,060			365,671	1,828,355 00
Three dollars.....	26,010	78,030 00			31,100	93,300 00							57,110	171,330 00
Quarter eagles.....	323,340	808,350 00	16,000	40,000	37,120	92,800 00	874	2,185					377,334	943,335 00
Dollars.....	761,050	761,050 00	5,000	5,000	24,600	24,600 00	1,460	1,460					792,110	792,110 00
Fine bars.....	46	41,061 04			23	73,583 47					5,590	\$21,841,682 65	5,659	21,956,327 16
Unparted bars.....					1,065	3,746,136 52							1,065	3,746,136 52
Total gold.....	1,703,564	10,066,221 04	67,350	525,500	1,454,258	29,440,919 99	23,611	110,030	34,212	171,060	5,590	21,841,682 65	3,288,585	62,155,413 68
<b>SILVER.</b>														
Dollars.....	63,500	63,500 00											63,500	63,500 00
Half dollars.....	892,000	446,000 00	4,944,000	2,472,000	180,500	90,250 00							6,016,500	3,008,250 00
Quarter dollars.....	6,064,000	1,516,000 00	520,000	130,000	288,400	72,100 00							6,872,400	1,718,100 00
Dimes.....	2,380,000	238,000 00	500,000	50,000									2,880,000	288,000 00
Half dimes.....	3,180,000	159,000 00	1,320,000	66,000									4,500,000	225,000 00
Three-cent pieces.....	722,000	21,660 00											722,000	21,660 00
Fine bars.....	110	23,758 41									52	6,792 63	162	30,551 04
Total silver.....	13,301,610	2,467,918 41	7,284,000	2,718,000	468,900	162,350 00					52	6,792 63	21,054,562	5,355,061 04
<b>COPPER.</b>														
Cents.....	1,745,584	17,455 84											1,745,584	17,455 84
Half cents.....														
Total copper.....	1,745,584	17,455 84											1,745,584	17,455 84
<b>RECAPITULATION.</b>														
Total gold.....	1,703,564	10,066,221 04	67,350	525,500	1,454,258	29,440,919 99	23,611	110,030	34,212	171,060	5,590	21,841,682 65	3,288,585	62,155,413 68
Total silver.....	13,301,610	2,467,918 41	7,284,000	2,718,000	468,900	162,350 00					52	6,792 63	21,054,562	5,355,061 04
Total copper.....	1,745,584	17,455 84											1,745,584	17,455 84
Total coinage.....	16,750,758	12,551,595 29	7,351,350	3,243,500	1,923,158	29,603,269 99	23,611	110,030	34,212	171,060	5,642	21,848,475 28	26,088,731	67,527,930 56



## No. 10.

*Statement exhibiting the amount of coin and bullion imported and exported annually from 1821 to 1856 inclusive; and also the amount of importation over exportation, and of exportation over importation, during the same years.*

Years ending—	Coin and bullion.			
	Imported.	Exported.	Excess of importation over exportation.	Excess of exportation over importation.
September 30.....1821	\$8,064,890	\$10,478,059	-----	\$2,413,169
1822	3,369,846	10,810,180	-----	7,440,334
1823	5,097,896	6,372,987	-----	1,275,091
1824	8,379,835	7,014,552	\$1,365,283	-----
1825	6,150,765	8,932,034	-----	2,781,269
1826	6,880,966	4,704,533	2,176,433	-----
1827	8,151,130	8,014,880	136,250	-----
1828	7,489,741	8,243,476	-----	753,735
1829	7,403,612	4,924,020	2,479,592	-----
1830	8,155,964	2,178,773	5,977,191	-----
1831	7,305,945	9,014,931	-----	1,708,986
1832	5,907,504	5,956,340	251,164	-----
1833	7,070,368	2,611,701	4,458,667	-----
1834	17,911,632	2,076,758	15,834,874	-----
1835	13,131,447	6,477,775	6,653,672	-----
1836	13,400,881	4,324,336	9,076,545	-----
1837	10,516,414	5,976,249	4,540,165	-----
1838	17,747,116	3,508,046	14,239,070	-----
1839	5,595,176	8,776,743	-----	3,181,567
1840	8,882,813	8,417,014	465,799	-----
1841	4,988,633	10,034,332	-----	5,045,699
1842	4,087,016	4,813,539	-----	726,523
9 months to June 30, 1843	22,390,559	1,520,791	20,869,768	-----
Year end'g June 30, 1844	5,830,429	5,454,214	376,215	-----
1845	4,070,242	8,606,495	-----	4,536,253
1846	3,777,732	3,905,268	-----	127,536
1847	24,121,289	1,907,024	22,214,265	-----
1848	6,360,224	15,841,616	-----	9,481,392
1849	6,651,240	5,404,648	1,246,592	-----
1850	4,628,792	7,522,994	-----	2,894,202
1851	5,453,592	29,472,752	-----	24,019,160
1852	5,505,044	42,674,135	-----	37,169,091
1853	4,201,382	27,486,875	-----	23,285,493
1854	6,758,587	41,197,300	-----	34,438,713
1855	3,659,812	56,247,343	-----	52,587,531
1856	4,207,632	45,745,485	-----	41,537,853
Total.....	293,305,146	436,348,198	112,361,545	255,403,597

F. BIGGER, *Register.*

TREASURY DEPARTMENT,  
*Register's Office, November 10, 1856.*

## No. 11.

*Statement exhibiting the gross value of exports and imports from the beginning of the government to the 30th of June, 1856.*

Years ending—	Exports.			Imports--total.
	Domestic produce.	Foreign merchandise.	Total.	
September 30, 1790	\$19,666,000	\$539,156	\$20,205,156	\$23,000,000
1791	18,500,000	512,041	19,012,041	29,200,000
1792	19,000,000	1,753,098	20,753,098	31,500,000
1793	24,000,000	2,109,572	26,109,572	31,100,000
1794	26,500,000	6,526,233	33,026,233	34,600,000
1795	39,500,000	8,489,472	47,989,472	69,756,268
1796	40,764,097	26,300,000	67,064,097	81,436,164
1797	29,850,206	27,000,000	56,850,206	75,379,406
1798	28,527,097	33,000,000	61,527,097	68,551,700
1799	33,142,522	45,523,000	78,665,522	79,069,148
1800	31,840,903	39,130,877	70,971,780	91,252,768
1801	47,473,204	46,642,721	94,115,925	111,363,511
1802	36,708,189	35,774,971	72,483,160	76,333,333
1803	42,205,961	13,594,072	55,800,033	64,666,666
1804	41,467,477	36,231,597	77,699,074	85,000,000
1805	42,387,002	53,179,019	95,566,021	120,600,000
1806	41,253,727	60,283,236	101,536,963	129,410,000
1807	48,699,592	59,643,558	108,343,150	138,500,000
1808	9,433,546	12,997,414	22,430,960	56,990,000
1809	31,405,702	20,797,531	52,203,233	59,400,000
1810	42,366,675	24,391,295	66,757,970	85,400,000
1811	45,294,043	16,022,790	61,316,833	53,400,000
1812	30,032,109	8,495,127	38,527,236	77,030,000
1813	25,008,132	2,847,865	27,855,997	22,005,000
1814	6,782,272	145,169	6,927,441	12,965,000
1815	45,974,403	6,583,350	52,557,753	113,041,274
1816	64,781,896	17,138,156	81,920,452	147,103,000
1817	68,313,500	19,358,069	87,671,569	99,250,000
1818	73,854,437	19,426,696	93,281,133	121,750,000
1819	50,976,838	19,165,683	70,142,521	87,125,000
1820	51,683,640	18,008,029	69,691,669	74,450,000
1821	43,671,894	21,302,488	64,974,382	62,585,724
1822	49,874,079	22,286,202	72,160,281	83,241,541
1823	47,155,408	27,543,622	74,699,030	77,579,267
1824	50,649,500	25,337,157	75,986,657	80,549,007
1825	66,944,745	32,590,643	99,535,388	96,340,075
1826	53,055,710	24,539,612	77,595,322	84,974,477
1827	58,921,691	23,403,136	82,324,827	79,484,068
1828	50,669,669	21,595,017	72,264,686	88,500,824
1829	55,700,193	16,658,478	72,358,671	74,492,527
1830	59,462,029	14,387,479	73,849,508	70,876,920
1831	61,277,057	20,033,526	81,310,583	103,191,124
1832	63,137,470	24,039,473	87,176,943	101,029,266
1833	70,317,698	19,822,735	90,140,443	108,118,311
1834	81,024,162	23,312,811	104,336,973	126,521,333
1835	101,189,082	20,504,495	121,693,577	149,805,742
1836	106,916,680	21,746,360	128,663,040	189,980,035
1837	95,564,414	21,854,962	117,419,376	140,989,217
1838	96,033,821	12,452,795	108,486,616	113,717,404
1839	103,533,891	17,494,525	121,028,416	162,092,132
1840	113,895,634	18,190,312	132,085,946	107,141,519

## STATEMENT—Continued.

Years ending—	Exports.			Imports--total.
	Domestic produce.	Foreign merchandise.	Total.	
September 30, 1841	\$106,382,722	\$15,469,081	\$121,851,803	\$127,946,177
1842	92,969,996	11,721,538	104,691,534	100,162,087
9 m. to June 30, 1843	77,793,783	6,552,697	84,346,480	64,753,799
June 30-----1844	99,715,179	11,484,867	111,200,046	108,435,035
1845	99,299,776	15,346,830	114,646,606	117,254,564
1846	102,141,893	11,346,623	113,488,516	121,691,797
1847	150,637,464	8,011,158	158,648,622	146,545,638
1848	132,904,121	21,128,010	154,032,131	154,998,928
1849	132,666,955	13,088,865	145,755,820	147,857,439
1850	136,946,912	14,951,808	151,898,720	178,138,318
1851	196,689,718	21,698,293	218,388,011	216,224,932
1852	192,368,984	17,209,382	209,658,366	212,945,442
1853	213,417,697	17,558,460	230,976,157	267,978,647
1854	253,390,870	24,850,194	278,241,064	304,562,381
1855	246,708,553	28,448,293	275,156,846	261,468,520
1856	310,586,330	16,378,578	326,964,908	314,639,942
Total-----	5,131,008,950	1,366,030,702	6,497,039,652	7,297,541,396

F. BIGGER, *Register*.

REGISTER'S OFFICE, November 10, 1856.

## No. 12.

*Statement exhibiting the amount of the tonnage of the United States, annually, from 1789 to 1856, inclusive; also, the registered and enrolled and licensed tonnage employed in steam navigation each year.*

Years ending—	Registered sail tonnage.	Registered steam tonnage.	Enrolled and licensed sail tonnage.	Enrolled and licensed steam tonnage.	Total tonnage.
	Tons.				
Dec. 31, 1789----	123,893	-----	77,669	-----	201,562
1790-----	346,254	-----	132,123	-----	274,377
1791-----	362,110	-----	139,036	-----	502,146
1792-----	411,438	-----	153,019	-----	564,457
1793-----	367,734	-----	153,030	-----	520,764
1794-----	438,863	-----	189,755	-----	628,618
1795-----	529,471	-----	218,494	-----	747,965
1796-----	576,733	-----	255,166	-----	831,899
1797-----	597,777	-----	279,136	-----	876,913
1798-----	603,376	-----	294,952	-----	898,328
1799-----	662,197	-----	277,212	-----	939,409
1800-----	669,921	-----	302,571	-----	972,492
1801-----	632,907	-----	314,670	-----	947,577
1802-----	560,380	-----	331,724	-----	892,104
1803-----	597,157	-----	352,015	-----	949,172
1804-----	672,530	-----	369,874	-----	1,042,404
1805-----	749,341	-----	391,027	-----	1,140,368

## REPORT ON THE FINANCES.

## STATEMENT—Continued.

Years ending—	Registered sail tonnage.	Registered steam ton- nage.	Enrolled and licensed sail tonnage.	Enrolled and licensed steam tonnage.	Total ton- nage.
	Tons.				
Dec. 31, 1806----	808,265	-----	400,451	-----	1,208,716
1807----	848,307	-----	420,241	-----	1,268,548
1808----	769,054	-----	473,542	-----	1,242,596
1809----	910,059	-----	440,222	-----	1,350,281
1810----	984,269	-----	440,515	-----	1,424,784
1811----	768,852	-----	463,650	-----	1,232,502
1812----	760,624	-----	509,373	-----	1,269,997
1813----	674,853	-----	491,776	-----	1,166,629
1814----	674,633	-----	484,577	-----	1,159,210
1815----	854,295	-----	513,833	-----	1,368,128
1816----	800,760	-----	571,459	-----	1,372,219
1817----	800,725	-----	590,187	-----	1,399,912
1818----	606,089	-----	619,096	-----	1,225,185
1819----	612,930	-----	647,821	-----	1,260,751
1820----	619,048	-----	661,119	-----	1,280,167
1821----	619,896	-----	679,062	-----	1,298,958
1822----	628,150	-----	696,549	-----	1,324,699
1823----	639,921	-----	671,766	24,879	1,336,566
1824----	669,973	-----	697,580	21,610	1,389,163
1825----	700,788	-----	699,263	23,061	1,423,112
1826----	737,978	-----	762,154	34,059	1,534,191
1827----	747,170	-----	833,240	40,198	1,620,608
1828----	812,619	-----	889,355	39,418	1,741,392
1829----	650,143	-----	556,618	54,037	1,260,798
1830----	575,056	1,419	552,248	63,053	1,191,776
1831----	619,575	877	613,827	33,568	1,267,847
1832----	686,809	181	661,827	90,633	1,439,450
1833----	749,482	545	754,819	101,305	1,606,151
1834----	857,098	340	778,995	122,474	1,758,907
Sept. 30, 1835----	885,481	340	816,645	122,474	1,824,940
1836----	897,321	454	839,226	145,102	1,822,103
1837----	809,343	1,104	932,576	153,661	1,896,684
1838----	819,801	2,791	982,416	190,632	1,995,640
1839----	829,096	5,149	1,062,445	199,789	2,096,479
1840----	895,610	4,155	1,082,815	198,184	2,180,764
1841----	945,057	746	1,010,599	174,342	2,130,744
1842----	970,658	4,701	892,072	224,960	2,092,391
June 30, 1843----	1,003,932	5,373	917,804	231,494	2,158,603
1844----	1,061,856	6,909	946,060	265,270	2,280,095
1845----	1,088,680	6,492	1,002,303	319,527	2,417,002
1846----	1,123,999	6,287	1,090,192	341,606	2,562,084
1847----	1,235,682	5,631	1,198,523	399,210	2,839,046
1848----	1,344,819	16,068	1,381,332	411,823	3,154,042
1849----	1,418,072	20,870	1,453,549	441,525	3,334,016
1850----	1,540,769	44,942	1,468,738	481,005	3,535,454
1851----	1,663,917	62,390	1,524,915	521,217	3,772,439
1852----	1,819,744	79,704	1,675,456	563,536	4,138,440
1853----	2,013,154	90,520	1,789,238	514,098	4,407,010
1854----	2,238,783	95,036	1,887,512	581,571	4,802,902
1855----	2,420,091	115,045	2,021,625	655,240	5,212,001
1856----	2,401,687	89,715	1,796,888	583,362	4,871,652

F. BIGGER, Register.

*Statement of the registered tonnage for sail and steam-vessels, and enrolled and licensed tonnage for sail and steam-vessels in the several districts and States of the United States; also, the number of registers and enrolments issued in each district and State, for the fiscal year ending June 30, 1856.*

STATE AND DISTRICT.	Registered tonnage.		Enrolled and licensed tonnage.		Total.	No. of registers issued for the year.	No. of enrolments issued for the year.
	Sail.	Steam.	Sail.	Steam.			
MAINE.	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>		
Passamaquoddy .....	19,129 02	315 73	8,452 72	2,082 84	29,980 41	265	262
Machias .....	7,684 09	-----	17,541 82	-----	25,225 91	27	91
Frenchman's Bay .....	4,093 92	-----	24,304 07	-----	28,398 04	16	230
Penobscot .....	12,362 38	-----	32,503 44	-----	44,865 82	20	208
Belfast .....	33,991 71	-----	42,820 64	-----	76,812 40	40	165
Bangor .....	17,350 74	-----	19,720 11	978 05	38,048 90	35	101
Waldoborough .....	85,456 74	-----	70,297 26	119 10	155,873 15	41	345
Wiscasset .....	10,779 08	-----	13,821 46	-----	24,600 54	12	85
Bath .....	162,577 82	-----	29,770 60	971 87	193,320 39	77	84
Portland .....	109,573 30	-----	23,610 18	2,970 58	136,154 11	150	195
Saco .....	3,790 48	-----	3,188 35	-----	6,978 83	4	22
Kennebunk .....	16,642 77	-----	2,787 38	-----	19,430 20	5	10
York .....	-----	-----	1,487 24	-----	1,487 24	-----	3
	483,432 35	315 73	290,305 52	7,122 54	781,176 24	692	1,801
NEW HAMPSHIRE.							
Portsmouth .....	28,389 82	-----	5,792 83	407 29	34,590 04	12	39

## STATEMENT—Continued.

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REPORT ON THE FINANCES.

STATE AND DISTRICT.	Registered tonnage.		Enrolled and licensed tonnage.		Total.	No. of registers issued for the year.	No. of enrolments issued for the year.
	Sail.	Steam.	Sail.	Steam.			
VERMONT	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>		
Burlington .....	-----	-----	2,956 66	4,491 94	7,448 65	-----	18
MASSACHUSETTS.							
Newburyport .....	25,596 33	-----	5,357 59	-----	30,953 92	20	25
Ipswich .....	-----	-----	418 58	-----	418 58	-----	1
Gloucester .....	3,503 09	-----	25,950 88	-----	29,454 42	32	182
Salem .....	19,644 39	-----	10,326 23	-----	29,970 62	31	52
Beverly .....	-----	-----	5,798 72	-----	5,798 72	-----	-----
Marblehead .....	1,306 33	-----	5,609 59	-----	6,915 92	6	17
Boston .....	472,802 03	-----	40,420 02	7,895 69	521,117 74	547	210
Plymouth .....	1,774 89	-----	7,747 47	-----	9,522 41	7	37
Fall River .....	1,703 40	-----	7,648 31	7,902 91	17,254 67	9	47
New Bedford .....	144,028 62	-----	7,650 54	1,321 50	153,000 71	210	27
Barnstable .....	3,997 63	-----	59,166 07	-----	63,163 70	25	235
Edgartown .....	5,573 36	-----	1,365 76	-----	6,939 17	11	10
Nantucket .....	14,713 76	-----	1,182 78	960 50	16,857 14	18	6
	694,644 08	-----	178,642 84	18,080 70	891,367 67	916	849
RHODE ISLAND.							
Providence .....	10,212 47	-----	7,328 02	1,845 38	19,385 87	20	37
Bristol .....	15,282 58	-----	1,668 77	-----	16,951 40	20	5
Newport .....	6,460 62	-----	4,929 93	255 67	11,646 32	18	23
	31,955 72	-----	13,926 77	2,101 10	47,983 64	58	65

CONNECTICUT.							
Middletown			11,670 64	2,550 32	14,221 01	1	69
New London	20,520 01		19,851 55		40,371 56	24	123
Stonington	6,525 12		11,577 44		18,102 56	7	49
New Haven	7,274 54		12,710 23	3,230 15	23,214 92	19	77
Fairfield			11,693 92		11,693 92		45
	34,319 67		67,503 88	5,780 47	107,604 12	51	363
NEW YORK.							
Champlain			8,948 26	2,301 57	11,249 83		13
Sackett's Harbor			1,571 59		1,571 59		5
Oswego			36,467 52	2,421 19	38,888 71		82
Niagara			566 91		566 91		4
Genesee			4,012 36		4,012 36		4
Oswegatchie			1,800 89	7,771 18	9,572 12		18
Buffalo Creek			54,505 84	35,423 31	89,929 20		175
Sag Harbor	4,890 46		2,329 18		7,219 64	14	14
Greenport	3,532 42		6,706 39		10,238 81	2	34
New York	696,293 26	68,777 26	455,145 19	107,820 67	1,328,036 43	956	962
Cold Spring	1,033 00		360 50		1,393 50	5	
Cape Vincent			6,130 88		6,130 88		11
	705,749 19	68,777 26	578,545 81	155,738 02	1,508,810 33	977	1,322
NEW JERSEY.							
Perth Amboy			23,024 93	8,924 36	31,949 34		110
Bridgetown			16,652 16		16,652 16		67
Burlington			9,322 10	3,169 24	12,491 34		22
Camden			5,255 60	4,546 24	9,801 84		51
Newark			6,632 80	1,867 02	8,499 82		22
Little Egg Harbor			8,321 60		8,321 60		25
Great Egg Harbor			14,212 03		14,212 03		66
			83,421 37	18,506 86	101,928 28		363



## STATEMENT—Continued.

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REPORT ON THE FINANCES.

STATE AND DISTRICT.	Registered tonnage.		Enrolled and licensed tonnage.		Total.	No. of registers issued for the year.	No. of enrolments issued for the year.
	Sail.	Steam.	Sail.	Steam.			
<b>PENNSYLVANIA.</b>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>		
Philadelphia .....	58,662 72	89 17	119,423 85	19,052 34	197,228 18	105	516
Presque Isle .....			5,619 08	4,767 76	10,386 84	-----	18
Pittsburg .....			5,901 03	37,504 43	43,405 46	-----	238
	58,662 72	89 17	130,944 01	61,324 58	251,020 53	105	772
<b>DELAWARE.</b>							
Wilmington .....	2,160 33	-----	10,137 49	1,367 68	13,665 55	5	50
New Castle .....			5,267 28	1,346 84	6,614 17	-----	34
	2,160 33	-----	15,404 77	2,714 57	20,279 72	5	84
<b>MARYLAND.</b>							
Baltimore .....	110,167 31	-----	57,321 89	15,854 94	183,344 24	200	168
Oxford .....			13,639 87	-----	13,639 87	-----	58
Vienna .....	1,690 07	-----	25,983 07	-----	27,673 14	-----	160
Snow Hill .....			5,489 60	-----	5,489 60	-----	30
St. Mary's .....			3,360 25	-----	3,360 25	-----	7
Town Creek .....			2,066 06	-----	2,066 06	-----	19
Annapolis .....			1,177 84	154 89	1,332 78	-----	23
	111,857 38	-----	109,038 73	16,009 88	236,906 09	200	465

DISTRICT OF COLUMBIA.							
Georgetown .....	757 87		16,057 89	4,150 45	20,966 31	7	82
VIRGINIA.							
Alexandria .....	1,684 48		5,208 34	328 91	7,221 78	10	37
Norfolk .....	14,520 36		11,243 04	1,994 16	27,757 56	51	83
Petersburg .....			2,650 53	287 86	2,938 44		6
Richmond .....	1,610 03		5,221 55		6,831 58	17	15
Yorktown .....			6,251 44		6,251 44		47
Tappahannock .....	208 35		2,102 12	1,025 55	3,336 07	1	14
Accomack C. H. ....			7,236 42		7,236 42		61
East River .....			1,950 32		1,950 32		21
Yeocomico .....			3,157 46		3,157 46		28
Cherrystone .....			1,421 84		1,421 84		20
Wheeling .....				9,355 03	9,355 03		47
	18,023 27		46,443 26	12,991 61	77,458 19	79	379
NORTH CAROLINA.							
Wilmington. ....	12,507 00		5,183 03	3,730 67	21,420 70	26	21
Washington .....	1,435 30		3,937 13		5,372 43	10	34
Newbern .....	929 56		2,131 41	127 83	3,188 85	9	22
Edenton .....	84 27		1,139 62		1,223 89	4	10
Camden .....	966 60		5,003 84		5,970 49	10	58
Beaufort .....	229 77		1,762 17		1,991 94	2	18
Plymouth .....	1,156 55		2,662 46	264 03	4,083 09	13	44
Ocracoke .....			726 87		726 87		13
	17,309 20		22,546 68	4,122 58	43,978 51	74	220
SOUTH CAROLINA.							
Charleston .....	34,811 82	1,809 74	16,176 81	6,330 11	59,128 58	51	46
Georgetown .....	145 34		2,391 03	249 15	2,785 52	10	9
Beaufort .....			110 53		110 53		
	34,957 21	1,809 74	18,678 42	6,579 26	62,024 68	61	55

## STATEMENT—Continued.

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STATE AND DISTRICT.	Registered tonnage.		Enrolled and licensed tonnage.		Total.	No. of registers issued for the year.	No. of enrolments issued for the year.
	Sail.	Steam.	Sail.	Steam.			
GEORGIA.	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>		
Savannah .....	21,726 40	-----	3,935 67	5,924 70	31,586 82	29	25
Sunbury .....	-----	-----	-----	-----	-----	-----	-----
Brunswick .....	-----	-----	754 10	-----	754 10	1	9
Hardwick .....	-----	-----	-----	-----	-----	-----	-----
St. Mary's .....	-----	-----	102 72	-----	102 72	1	1
	21,726 40	-----	4,792 54	5,924 70	32,443 69	31	35
FLORIDA.							
Pensacola .....	108 90	-----	1,510 40	377 19	1,996 54	9	12
St. Augustine .....	-----	-----	-----	-----	-----	-----	-----
St. Mark's .....	747 63	-----	258 03	364 16	1,369 82	6	11
St. John's .....	1,097 44	-----	295 03	105 83	1,498 35	14	2
Apalachicola .....	443 46	-----	1,313 23	-----	1,756 69	3	14
Key West .....	3,257 38	-----	410 69	-----	3,668 12	15	8
St. Andrew's Bay .....	-----	-----	86 73	-----	86 73	-----	-----
	5,654 91	-----	3,874 21	847 23	10,376 40	47	47
ALABAMA.							
Mobile .....	14,603 13	-----	5,369 09	18,471 48	38,443 70	32	62

REPORT ON THE FINANCES.

MISSISSIPPI.							
Pearl River.....			2,081 45	761 58	2,843 08		22
Vicksburg.....							
			2,081 45	761 58	2,843 08		22
LOUISIANA.							
New Orleans.....	95,745 10	3,595 59	12,216 29	51,751 49	163,308 52	92	176
Teche.....				1,890 49	1,890 49		7
	95,745 10	3,595 59	12,216 29	53,642 03	165,199 06	92	183
TENNESSEE.							
Nashville.....				4,508 44	4,508 44		24
Memphis.....				4,433 84	4,433 84		20
Knoxville.....				453 30	453 30		
				9,395 63	9,395 63		44
KENTUCKY.							
Louisville.....				31,924 46	31,924 46		69
Paducah.....				890 65	890 65		8
				32,815 16	32,815 16		77
MISSOURI.							
St Louis.....			5,825 88	38,745 07	44,571 00		102
ILLINOIS.							
Chicago.....			51,529 88	5,877 37	57,407 30		177
Alton.....				155 10	155 10		
Galena.....				3,856 63	3,856 63		
			51,529 88	9,889 15	61,419 08		177

## STATEMENT—Continued.

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REPORT ON THE FINANCES.

STATE AND DISTRICT.	Registered tonnage.		Enrolled and licensed tonnage.		Total.	No. of registers issued for the year.	No. of enrolments issued for the year.
	Sail.	Steam.	Sail.	Steam.			
OHIO.	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>	<i>Tons and 95ths.</i>		
Sandusky .....			12,225 46	263 39	12,488 85	-----	34
Cuyahoga.....			46,437 92	14,478 19	60,916 16	-----	102
Cincinnati .....			5,362 63	24,654 00	30,016 63	-----	108
Miami, (Toledo).....			3,021 59	115 32	3,136 91	-----	23
			67,047 70	39,510 90	106,558 65	-----	267
INDIANA.							
New Albany .....				216 26	216 26	-----	10
WISCONSIN.							
Milwaukee .....			16,974 46	1,517 03	18,491 49	-----	70
MICHIGAN.							
Detroit .....			25,539 70	33,148 92	58,688 67	-----	147
Michilimackinac .....			2,429 15	1,507 57	3,936 72	-----	29
			27,968 85	34,656 54	62,625 44	-----	176

TEXAS.							
Galveston.....	2,096 90	-----	2,519 19	2,380 09	6,996 23	4	43
Saluria.....	367 14	-----	501 21	97 13	965 48	7	19
Point Isabel.....		833 58	224 45	-----	1,058 08	4	-----
	2,464 09	833 58	3,244 85	2,477 22	9,019 79	15	62
CALIFORNIA.							
San Francisco.....	39,274 41	14,294 16	12,821 32	14,369 63	80,759 57	83	320
Sacramento.....			2,888 33	-----	2,888 33	-----	19
San Pedro.....			42 48	-----	42 48	-----	2
	39,274 41	14,294 16	15,752 18	14,369 63	83,690 43	83	341
OREGON, (no returns).....							
	2,401,687 25	89,715 38	1,796,887 62	583,362 16	4,871,652 46	3,537	8,552

## NOTE.

The difference in the tonnage of 1855 compared with the tonnage of 1856, of 340,348 59, arises from corrections made by striking from the balance of outstanding tonnage such vessels as have been lost, sold to foreigners, and condemned in previous years, not heretofore reported to this office by the collectors, viz:

In the registered tonnage.....	196,982 05
In the enrolled tonnage.....	465,382 93
In the licensed tonnage.....	18,770 13

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 681,135 16

From which deduct the amount of the tonnage of registered and enrolled vessels built this year over and above the tonnage of vessels lost, sold to foreigners, and condemned during the year.....

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 340,786 52

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 340,348 59

*Statement showing the revenue collected from the beginning of the government to June 30, 1856, under the several heads of customs, public lands, and miscellaneous sources, including loans and treasury notes; also the expenditures during the same period, and the particular tariff, and the price of lands, under which the revenue from those sources was collected.*

Years.	From customs.	Date of tariff.	From public lands.	Price per acre.	From miscellaneous sources, includ'g loans and treasury notes.	That portion of miscellaneous arising from loans & treasury notes.	Total receipts.	Total expenditures.
From March 4, 1789, to Dec. 31, 1791.	\$4,399,473 09	July 4, 1789, general; Aug. 10, 1790, gen'l; Mar. 3, 1791, general.	-----	\$1, by act of May 20, 1785.	\$5,810,552 66	\$5,791,112 56	\$10,210,025 75	\$7,207,539 02
1792	3,443,070 85	May 2, general.	-----	-----	5,297,695 92	5,070,806 46	8,740,766 77	9,141,569 67
1793	4,255,306 56	-----	-----	-----	1,465,317 72	1,067,701 14	5,720,624 28	7,529,575 55
1794	4,801,065 28	June 5, special; June 7, general	-----	-----	5,240,036 37	4,609,196 78	10,041,101 65	9,302,124 74
1795	5,588,461 26	Jan. 29, general.	-----	-----	3,831,341 53	3,305,268 20	9,419,802 79	10,435,069 65
1796	6,567,987 94	-----	\$4,836 15	\$2, by act of May 18, 1796.	2,167,505 56	362,800 00	8,740,329 65	8,367,776 84
1797	7,549,649 65	Mar. 3, general; July 8, special.	83,540 60	-----	1,125,726 15	70,135 41	8,758,916 40	8,626,012 78
1798	7,106,061 93	-----	11,963 11	-----	1,091,045 03	308,574 27	8,209,070 07	8,613,517 68
1799	6,610,449 31	-----	-----	-----	6,011,010 53	5,074,646 53	12,621,459 84	11,077,043 50
1800	9,080,932 73	May 13, special.	443 75	-----	3,369,807 66	1,602,435 04	12,451,184 14	11,989,739 92
1801	10,750,778 93	-----	167,726 06	-----	2,026,950 96	10,125 00	12,945,455 95	12,273,376 94
1802	12,438,235 74	-----	188,628 02	-----	2,374,527 55	5,597 36	15,001,391 31	13,276,084 67
1803	10,479,417 61	-----	165,675 69	-----	419,004 33	-----	11,064,097 63	11,258,983 67
1804	11,098,565 33	Mar. 26, special; Mar. 27, special	487,526 79	-----	249,747 90	9,532 64	11,853,840 02	12,624,646 36



1805	12,936,487 04	540,193 34	212,827 30	128,814 94	13,689,508 14	13,727,124 41
1806	14,667,698 17	765,245 73	175,884 60	48,897 71	15,608,828 78	15,070,093 97
1807	15,845,521 61	466,163 31	86,334 50		16,398,019 26	11,292,292 99
1808	16,363,550 58	647,939 00	51,054 30	1,882 18	17,062,544 09	16,764,584 20
1809	7,296,020 50	442,252 83	35,200 21		7,773,473 12	13,867,226 30
1810	8,583,309 31	696,548 82	2,864,348 40	2,759,992 25	12,144,206 53	13,819,986 74
1811	13,313,222 73	1,040,237 53	78,377 85	8,309 05	14,431,838 14	13,601,808 91
1812	8,958,777 53	710,427 78	12,969,827 40	12,837,900 00	22,639,032 76	22,279,121 15
1813	13,224,623 25	835,655 14	26,464,566 50	26,184,435 00	40,524,844 95	39,190,520 36
1814	5,998,772 08	1,135,971 09	27,424,793 78	23,377,911 79	34,559,536 95	38,028,230 32
1815	7,282,942 22	1,287,959 28	42,390,336 10	35,264,320 78	50,961,237 60	39,582,493 35
1816	36,306,874 89	1,717,985 03	19,146,561 91	9,494,436 16	57,171,421 82	48,244,495 51
1817	26,283,348 49	1,991,226 06	5,559,017 78	734,542 59	33,833,592 33	40,877,646 04
1818	17,176,385 00	2,606,564 77	1,810,986 89	8,765 62	21,593,936 66	35,104,875 40
1819	20,283,608 76	3,274,422 78	1,047,633 83	2,291 00	24,605,665 37	24,004,199 73
1820	15,005,612 15	1,635,871 61	4,240,009 92	3,040,824 13	20,881,493 68	21,763,024 85
			April 24, 1820, re- duces the minimum to \$1 25.			
1821	13,004,447 15	1,212,966 46	5,356,290 11	5,000,324 00	19,573,703 72	19,090,572 60
1822	17,589,761 94	1,803,581 54	839,084 46		20,232,427 94	17,676,592 63
1823	19,088,433 44	916,523 10	535,709 72		20,540,666 26	15,314,171 00
1824	17,878,325 71	984,418 15	5,518,468 93	5,000,000 00	24,381,212 79	31,898,538 47
1825	20,098,713 45	1,216,090 56	5,526,054 01	5,000,000 00	26,840,858 02	23,585,804 72
1826	23,341,331 77	1,393,785 09	525,317 35		25,260,434 21	24,103,398 46
1827	19,712,283 29	1,495,845 26	1,758,285 41		22,966,363 96	22,656,764 04
1828	23,205,523 64	1,018,308 75	539,796 84		24,763,629 23	25,459,479 52
1829	22,681,965 91	1,517,175 13	628,486 34		24,827,627 38	25,044,358 40
1830	21,922,391 39	2,329,356 14	592,368 98		24,844,116 51	24,585,281 55
1831	24,224,441 77	3,210,815 48	1,091,563 57		28,526,820 82	30,038,446 12
1832	28,465,237 24	2,623,381 08	776,942 89		31,865,561 16	34,356,698 06
1833	29,032,508 91	3,967,682 55	948,234 79		33,948,426 25	24,257,298 49
1834	16,214,957 15	4,857,600 69	719,377 71		21,791,965 50	24,601,982 44

## STATEMENT—Continued.

Years.	From customs.	Date of tariff.	From public lands.	Price per acre.	From miscellaneous sources, including loans and treasury notes.	That portion of miscellaneous arising from loans & treasury notes.	Total receipts.	Total expenditures.
To Dec. 31, 1835	\$19,391,310 59	-----	\$14,757,600 75	-----	\$1,281,175 76	-----	\$35,430,087 10	\$17,573,141 55
1836	23,409,940 53	-----	24,877,179 86	-----	2,539,675 69	-----	50,826,796 08	30,868,164 04
1837	11,169,290 39	-----	6,776,236 52	-----	9,938,326 93	\$2,992,989 15	27,883,853 84	37,265,037 15
1838	16,158,800 36	-----	3,081,939 47	-----	19,778,642 77	12,716,820 86	39,019,382 60	39,455,438 35
1839	23,137,924 81	-----	7,076,447 35	-----	5,125,653 66	3,857,276 21	33,881,242 89	37,614,936 15
1840	13,499,502 17	-----	3,292,285 58	-----	8,240,405 84	5,589,547 51	25,032,193 59	28,226,533 81
1841	14,487,216 74	Sept. 11, general	1,365,627 42	-----	14,666,633 49	13,659,317 38	30,519,477 65	31,797,530 03
1842	18,187,908 76	Aug. 30, general	1,335,797 52	-----	15,250,038 61	14,808,735 64	34,773,744 89	32,936,876 53
To June 30, 1843	7,046,843 91	-----	897,818 11	-----	12,837,748 43	12,551,409 19	20,782,410 45	12,118,105 15
1843-'44	26,183,570 94	-----	2,059,939 80	-----	2,955,044 99	1,877,847 95	31,198,555 73	33,642,010 85
1844-'45	27,528,112 70	-----	2,077,022 30	-----	336,718 90	-----	29,941,853 90	30,490,408 71
1845-'46	26,712,667 87	-----	2,694,452 48	-----	292,847 39	-----	29,699,967 74	27,632,282 90
1846-'47	23,747,864 66	July 30, '46, gen.	2,498,355 20	-----	29,091,948 66	28,900,765 36	55,338,168 52	60,520,851 74
1847-'48	31,757,070 96	Mar. 29, '48, spe'l	3,328,642 56	-----	21,906,765 69	21,293,780 00	56,992,479 21	60,655,143 19
1848-'49	28,346,738 82	Aug. 12, '48, sp'l	1,688,959 55	-----	29,761,194 61	29,075,815 48	59,796,892 98	56,366,422 74
		Jan. 26, '49, spc'l		-----				
1849-'50	39,668,686 42	-----	1,859,894 25	-----	6,120,808 21	4,056,500 00	47,649,388 88	44,604,718 26
1850-'51	49,017,567 92	-----	2,352,305 30	-----	1,392,831 03	207,664 92	52,762,704 25	48,476,104 31
1851-'52	47,339,326 62	-----	2,043,239 58	-----	510,549 40	46,300 00	49,893,115 60	46,712,608 83
1852-'53	58,931,865 52	-----	1,667,084 99	-----	901,152 30	16,372 50	61,500,102 81	54,577,061 74
1853-'54	64,224,190 27	-----	8,470,798 39	-----	1,107,302 74	1,950 00	73,802,291 40	75,473,119 08
1854-'55	53,025,794 21	-----	11,497,049 07	-----	828,531 40	800 00	65,351,374 68	66,398,733 78
1855-'56	64,022,863 50	-----	8,917,644 93	-----	1,116,391 81	200 00	74,056,899 24	73,185,644 45
Total-----	1,327,151,592 02	-----	164,068,855 16	-----	395,519,634 49	307,835,670 72	1,886,136,014 26	1,837,721,045 16

\* \$1,458,782 93 deducted from the aggregate receipts, as per account of the Treasurer, No. 76,922.

*Statement exhibiting the value of manufactured articles of domestic produce exported to foreign countries from the 30th day of June, 1845, to June 30, 1856.*

Articles.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.
Wax.....	\$162,790	\$161,527	\$134,577	\$121,720	\$118,055	\$122,835	\$91,499	\$113,602	\$87,140	\$69,905	\$74,005
Refined sugar.....	392,312	124,824	253,900	129,001	285,056	219,588	149,921	375,780	370,488	526,463	360,444
Chocolate.....	2,177	1,653	2,207	1,941	2,260	3,255	3,267	10,230	12,257	2,771	1,476
Spirits from grain.....	73,716	67,781	90,957	67,129	48,314	36,084	48,737	141,173	282,919	384,144	500,945
Spirits from molasses.....	268,652	293,609	269,467	288,452	268,290	289,622	323,941	329,381	809,965	1,448,280	1,329,151
Spirits from other materials.....										101,836	95,484
Molasses.....	1,581	20,959	5,563	7,442	14,137	16,830	13,163	17,582	131,048	189,830	154,630
Vinegar.....	17,489	9,526	13,920	14,036	11,182	16,915	12,220	20,443	16,945	17,281	26,034
Beer, ale, porter, and cider.....	67,735	68,114	78,071	51,320	52,251	57,975	48,052	64,677	53,503	45,069	45,086
Linseed oil and spirits of turpentine.....	159,915	498,110	331,404	148,056	229,741	145,410	152,837	362,460	1,084,329	1,186,732	896,238
Lard oil.....										82,945	161,232
Household furniture.....	317,407	225,700	297,358	237,342	278,025	362,830	430,182	714,556	763,197	803,960	962,042
Coaches and other carriages.....	87,712	75,369	89,963	95,923	95,722	199,421	172,445	184,497	244,638	290,525	370,259
Hats.....	74,722	59,536	55,493	64,967	68,671	103,768	80,453	91,261	176,404	177,914	226,682
Saddlery.....	24,357	13,102	27,435	37,276	20,893	30,100	47,937	48,229	53,311	64,886	31,249
Tallow candles and soap, and other candles.....	630,041	606,798	670,223	627,280	664,963	609,732	660,054	681,362	891,566	1,111,349	1,200,764
Snuff and tobacco.....	693,914	658,950	568,435	613,044	648,832	1,143,547	1,316,622	1,671,500	1,551,471	1,500,113	1,829,207
Leather, boots, and shoes.....	348,516	243,816	194,095	151,774	193,598	458,838	428,708	673,708	806,555	1,052,406	1,313,311
Cordage.....	62,775	27,054	29,911	41,676	51,357	52,054	69,903	103,216	194,076	315,267	387,182
Gunpowder.....	140,879	88,397	125,263	131,297	190,352	154,257	121,580	180,048	212,700	356,051	644,974
Salt.....	30,520	42,333	73,274	82,972	75,103	61,424	89,316	119,729	159,026	156,879	311,495
Lead.....	614,518	194,981	84,278	30,198	12,797	11,774	32,725	5,540	26,874	14,298	27,512
Iron—pig, bar, and nails.....	129,225	168,817	154,036	149,356	154,210	215,652	118,624	181,998	308,127	288,437	286,980
castings.....	107,905	68,889	83,188	60,175	79,318	164,425	191,388	220,420	459,775	298,439	288,316
all manufactures of.....	921,652	929,778	1,022,408	886,639	1,677,792	1,875,621	1,983,807	2,097,234	3,472,467	3,158,596	3,585,712
Copper and brass, manufactures of.....	62,088	64,980	61,468	66,203	105,060	91,871	103,039	108,205	92,108	690,766	534,846
Medicinal drugs.....	200,505	165,793	210,581	220,894	334,789	351,585	253,852	327,073	454,789	788,114	1,066,294
Cotton piece-goods—											
printed or colored.....	1,229,538	290,114	353,534	469,777	606,631	1,006,561	926,404	1,086,167	1,147,786	2,613,655	1,966,845
uncolored.....	1,978,331	3,345,902	4,866,559	3,955,117	3,774,507	5,571,576	6,139,391	6,926,485	4,130,149	2,907,276	4,616,264
twist, yarn, and thread.....	81,813	108,132	170,633	92,555	17,405	37,260	34,718	22,594	49,315		
other manufactures of.....	255,799	338,375	337,479	415,680	335,981	625,808	571,633	733,648	423,085	336,250	384,200
Hemp and flax—											
cloth and thread.....	1,364	477	495	1,009	1,183	1,647	5,468	2,924	24,456	2,506	802
bags, and all manufactures of.....	10,765	5,305	6,218	4,549	10,593	6,376	8,154	13,860	55,261	34,002	25,233
Wearing apparel.....	45,140	47,101	574,834	75,945	207,632	1,211,894	250,228	239,733	234,388	223,801	278,832
Earthen and stone ware.....	6,521	4,758	8,512	10,632	15,644	23,096	18,310	53,685	34,525	32,119	66,696
Combs and buttons.....	35,945	17,026	16,461	38,136	22,987	27,334	28,833	31,395	37,684	32,049	32,653
Brushes.....	3,110	2,967	2,160	2,924	2,827	8,257	4,385	6,612	9,501	10,856	8,385
Billiard tables and apparatus.....	1,583	615	12	701	2,295	1,798	1,088	1,673	3,204	4,916	2,778

## STATEMENT—Continued.

Articles.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.
Umbrellas, parasols, and sunshades .....	\$2,427	\$2,150	\$2,916	\$5,800	\$3,395	\$12,260	\$8,340	\$6,183	\$11,658	\$8,441	\$5,989
Manufactures of India rubber .....										1,409,107	1,093,538
Leather and morocco (not sold per pound) .....	26,667	29,856	16,483	9,427	9,800	13,309	18,617	6,448	17,018	36,045	5,765
Fire-engines and apparatus .....	9,802	3,443	7,686	548	3,140	9,488	16,784	9,652	6,597	14,829	29,088
Printing-presses and types .....	43,792	17,431	30,403	28,031	39,242	71,401	47,781	32,250	33,012	36,405	67,517
Musical instruments .....	25,375	16,997	38,508	23,713	21,634	55,700	67,733	52,397	126,128	106,857	133,517
Books and maps .....	63,567	44,751	75,193	94,427	119,475	153,912	917,809	142,604	187,335	207,218	202,502
Paper and stationery .....	124,597	88,731	78,307	86,827	99,696	155,664	119,535	122,212	192,339	185,637	203,013
Paints and varnish .....	52,182	54,115	50,739	55,145	67,597	109,834	85,369	83,020	121,823	163,096	217,179
Manufactures of glass .....	90,860	71,155	76,007	101,419	136,682	185,436	194,634	170,561	229,476	204,679	216,439
Manufactures of tin .....	8,902	6,363	12,353	13,143	13,590	27,823	23,420	22,988	30,750	14,279	13,610
Manufactures of pewter and lead .....	10,278	13,694	7,739	13,196	22,682	16,426	18,469	14,064	16,478	5,233	5,628
Manufactures of marble and stone .....	14,234	11,220	22,466	20,282	34,510	41,449	57,240	47,628	88,327	168,546	162,376
Manufactures of gold and silver, and gold leaf .....	3,660	4,268	6,241	4,502	4,583	68,639	20,332	11,873	1,311,513	9,061	6,116
Quicksilver .....									442,363	806,119	831,724
Artificial flowers and jewelry .....	24,420	3,126	11,217	8,557	45,283	121,013	114,738	66,397	50,471	22,043	26,386
Trunks .....	10,613	5,270	6,126	5,099	10,370	12,207	15,035	27,148	23,673	35,203	32,457
Bricks and lime .....	12,578	17,623	24,174	8,671	16,348	22,045	13,539	32,625	33,314	57,393	64,297
Articles not enumerated .....	1,379,566	1,108,984	1,137,828	1,408,278	3,669,071	3,793,341	2,877,659	3,788,700	4,972,084	4,014,432	3,559,613
Total .....	11,139,582	10,476,345	12,858,758	11,280,075	15,196,451	20,186,967	18,862,931	22,599,930	26,849,411	28,833,299	30,970,992
Gold and silver coin and bullion .....	423,851	62,620	2,700,412	956,874	2,046,679	18,069,580	37,437,837	23,548,535	38,234,566	53,957,418	44,143,279
	11,563,433	10,538,965	15,559,170	12,236,949	17,243,130	38,256,547	56,300,768	46,148,465	65,083,977	82,790,717	75,119,271

TREASURY DEPARTMENT, Register's Office, November 10, 1856.

F. BIGGER, Register.

## No. 16.

*Statement exhibiting the value of foreign merchandise imported, re-exported, and consumed, annually, from 1821 to 1856, inclusive; and also the estimated population and rate of consumption per capita during the same period.*

Years ending—	Value of foreign merchandise.			Population.	Consumption per capita.
	Imported.	Re-exported.	Consumed and on hand.		
September 30....1821	\$62,585,724	\$21,302,488	\$41,283,236	9,960,974	\$4 14
1822	83,241,541	22,286,202	60,955,339	10,283,757	5 92
1823	77,579,267	27,543,622	50,035,645	10,606,540	4 71
1824	80,549,007	25,337,157	55,211,850	10,929,323	5 05
1825	96,340,075	32,590,643	63,749,432	11,252,106	5 66
1826	84,974,477	24,539,612	60,434,865	11,574,889	5 22
1827	79,484,068	23,403,136	56,080,932	11,897,672	4 71
1828	88,509,824	21,695,017	66,814,807	12,220,455	5 47
1829	74,492,527	16,658,478	57,834,049	12,543,238	4 61
1830	70,876,920	14,387,479	56,489,441	12,866,020	4 39
1831	103,191,124	20,033,526	83,157,598	13,286,364	6 25
1832	101,029,266	24,039,473	76,989,793	13,706,707	5 61
1833	108,118,311	19,822,735	88,295,576	14,127,050	6 25
1834	126,521,332	23,312,811	103,208,521	14,547,393	7 09
1835	149,895,742	20,504,495	129,391,247	14,967,736	8 64
1836	189,980,035	21,746,360	168,233,675	15,388,079	10 93
1837	140,989,217	21,854,962	119,134,255	15,808,422	7 53
1838	113,717,404	12,452,795	101,264,609	16,228,765	6 23
1839	162,092,132	17,494,525	144,597,607	16,649,108	8 68
1840	107,141,519	18,190,312	88,951,207	17,069,453	5 21
1841	127,946,177	15,469,081	112,477,096	17,612,507	6 38
1842	100,162,087	11,721,538	88,440,549	18,155,561	4 87
9 mos. to June 30, 1843	64,753,799	6,552,697	58,201,102	18,698,615	3 11
Year to June 30, 1844	108,435,035	11,484,867	96,950,168	19,241,670	5 03
1845	117,254,564	15,346,830	101,907,734	19,784,725	5 15
1846	121,691,797	11,346,623	110,345,174	20,327,780	5 42
1847	146,545,638	8,011,158	138,534,480	20,780,835	6 60
1848	154,998,928	21,128,010	133,870,918	21,413,890	6 25
1849	147,857,439	13,088,865	134,768,574	21,956,945	6 13
1850	178,138,318	14,951,808	163,186,510	23,246,301	7 02
1851	216,224,932	21,698,293	194,526,639	24,250,000	8 02
1852	212,945,442	17,289,382	195,656,060	24,500,000	8 00
1853	267,978,647	17,558,460	250,420,187	25,000,000	10 00
1854	304,562,381	24,850,194	279,712,187	25,750,000	10 00
1855	261,468,520	28,448,293	233,020,227	26,500,000	8 79
1856	314,639,942	16,378,578	298,261,364	27,400,000	9 18
Total.....	4,946,913,158	684,420,505	4,262,494,653	-----	-----

TREASURY DEPARTMENT,  
Register's Office, November 10, 1856.

F. BIGGER, Register.

*Statement exhibiting the total value of imports, and the imports consumed in the United States, exclusive of specie, during each fiscal year, from 1821 to 1856; showing, also, the value of foreign and domestic exports, exclusive of specie, and the tonnage employed during the same periods.*

Years.	Total imports, including specie.	Imports entered for consumption, exclusive of specie.	Domestic produce exported, exclusive of specie.	Foreign merchandise exported, exclusive of specie.	Total exports, including specie.	Tonnage.
1821	\$62,585,724	\$43,696,405	\$43,671,894	\$10,824,429	\$64,382	1,298,958
1822	83,241,541	68,367,425	49,874,079	11,504,270	72,160,2	1,324,699
1823	77,579,267	51,308,936	47,155,408	21,172,435	74,699,030	1,336,566
1824	80,549,007	53,846,567	50,649,500	18,322,605	75,986,657	1,389,163
1825	96,340,075	66,375,722	66,809,766	23,793,588	99,535,388	1,423,112
1826	84,974,477	57,652,577	52,499,855	20,440,934	77,595,322	1,534,191
1827	79,484,068	54,901,108	57,878,117	16,431,830	82,324,827	1,620,608
1828	88,509,824	66,975,475	49,976,632	14,044,608	72,264,686	1,741,392
1829	74,492,527	54,741,571	55,087,307	12,347,344	72,358,671	1,260,798
1830	70,876,920	49,575,009	58,524,878	13,145,857	73,849,508	1,191,776
1831	103,191,124	82,808,110	59,218,583	13,077,069	81,310,583	1,267,847
1832	101,029,266	75,327,688	61,726,529	19,794,074	87,176,943	1,439,450
1833	108,118,311	83,470,067	69,950,856	15,577,876	90,140,433	1,606,151
1834	126,521,332	86,973,147	80,623,662	21,636,553	104,336,973	1,758,907
1835	149,895,742	122,007,974	100,459,481	14,756,321	121,693,577	1,824,940
1836	189,980,035	158,811,392	106,570,942	17,767,762	128,663,040	1,882,103
1837	140,989,217	113,310,571	94,280,895	17,162,232	117,419,376	1,896,686
1838	113,717,404	86,552,598	95,560,880	9,417,690	108,486,616	1,994,640
1839	162,092,132	145,870,816	101,625,533	10,626,140	121,028,416	2,096,380
1840	107,141,519	86,250,335	111,660,561	12,008,371	132,085,946	2,180,764
1841	127,946,177	114,776,309	103,636,236	8,181,235	121,851,803	2,130,744
1842	100,162,087	87,996,318	91,799,242	8,078,753	104,691,534	2,092,391
1843	64,753,799	37,294,129	77,686,354	5,139,335	84,346,480	2,158,603
1844	108,435,035	96,390,548	99,531,774	6,214,058	111,206,046	2,280,095
1845	117,254,564	105,599,541	98,455,330	7,584,781	114,646,606	2,417,002
1846	121,691,797	110,048,859	101,718,042	7,865,206	113,488,516	2,562,085
1847	146,545,638	116,257,595	150,574,844	6,166,754	158,648,622	2,839,046
1848	154,998,928	140,651,902	130,203,709	7,986,802	154,032,131	3,154,042
1849	147,857,439	132,565,168	131,710,081	8,641,691	145,755,820	3,334,015
1850	178,138,318	164,032,035	134,900,233	9,475,493	151,898,720	3,535,454
1851	216,224,932	200,476,219	178,620,138	10,295,121	218,388,011	3,772,439
1852	212,945,442	195,072,695	154,931,147	12,037,043	209,641,625	4,138,441
1853	267,978,647	251,071,358	189,869,162	13,096,213	230,452,250	4,407,010
1854	304,562,381	275,955,893	215,156,304	21,648,304	278,241,064	4,802,903
1855	261,468,520	231,650,340	192,751,135	26,158,368	275,156,846	5,212,001
1856	314,639,942	295,650,938	266,438,051	14,781,372	326,964,908	4,871,652
Total	4,946,913,158	4,164,313,338	3,731,787,140	487,202,517	4,657,501,637	85,777,054

*Statement exhibiting a summary view of the exports of domestic produce, &c., of the United States during the years ending on the 30th June, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, and 1856.*

Years.	Product of—						Raw produce.	Specie and bullion.	Total value.
	The sea.	The forest.	Agriculture.	Tobacco.	Cotton.	Man'factures.			
1847 -----	\$3,468,033	\$5,996,073	\$68,450,383	\$7,242,086	\$53,415,848	\$10,351,364	\$2,102,838	\$2,620	\$150,637,464
1848 -----	1,980,963	7,059,084	37,781,446	7,551,122	61,998,294	12,774,480	1,058,320	2,700,412	132,904,121
1849 -----	2,647,654	5,917,904	38,858,204	5,804,207	66,396,967	11,249,877	935,178	956,874	132,666,955
1850 -----	2,824,818	7,442,503	26,547,158	9,951,023	71,984,616	15,196,451	953,664	2,045,679	136,946,912
1851 -----	3,294,691	7,847,022	24,369,210	9,219,251	112,315,317	20,136,967	1,437,893	18,069,580	196,489,718
1852 -----	2,282,342	7,864,220	26,378,872	10,031,283	87,965,732	18,862,931	1,545,767	37,437,837	192,368,984
1853 -----	3,279,413	7,915,259	33,463,573	11,319,319	109,456,404	22,599,930	1,835,264	23,548,535	213,417,697
1854 -----	3,064,069	11,761,185	67,104,592	10,016,046	93,596,220	26,849,411	2,764,781	38,234,566	253,390,870
1855 -----	3,516,894	12,603,837	42,567,476	14,712,468	88,143,844	28,833,299	2,373,317	53,957,418	246,708,553
1856 -----	3,356,797	10,694,184	77,686,455	12,221,843	128,382,351	30,970,992	3,125,429	44,148,279	310,586,330

F. BIGGER, *Register.*

TREASURY DEPARTMENT, REGISTER'S OFFICE, November 10, 1856.



*Statement exhibiting the value of certain articles imported during the years ending June 30, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, and 1856, (after deducting the re-exportations,) and the amount of duty which accrued on each during the same periods, respectively.*

Articles.	1844.		1845.		1846.		1847.		1848.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.
Woollens.-----	\$9,408,279	\$3,313,495	\$10,504,423	\$3,731,014	\$9,935,925	\$3,480,797	\$10,639,473	\$3,192,299	\$15,061,102	\$4,196,007
Cottons.-----	13,236,830	4,850,731	13,360,729	4,908,272	12,857,422	4,865,483	14,704,186	3,956,798	17,205,417	4,166,573
Hempen goods.-----	865,427	213,862	801,661	198,642	696,888	138,394	625,871	121,588	606,900	121,380
Iron, and manufac- tures of.-----	2,395,760	1,607,113	4,075,142	2,415,003	3,660,581	1,629,581	8,710,180	2,717,378	7,060,470	2,118,141
Sugar.-----	6,897,245	4,597,093	4,049,708	2,555,075	4,397,239	2,713,866	9,406,253	3,160,444	8,775,223	2,632,567
Hemp, unmanufac- tured.-----	261,913	101,338	140,372	55,122	180,221	62,282	65,320	19,452	180,335	54,100
Salt.-----	892,112	654,881	883,359	678,069	748,566	509,244	878,871	228,892	1,027,656	205,531
Coal.-----	203,681	133,845	187,962	130,221	336,691	254,149	330,875	162,008	426,997	128,099
Total.-----	34,161,247	15,472,358	34,003,256	14,671,413	32,813,533	13,653,796	45,360,929	13,558,853	50,344,100	13,622,398

## STATEMENT—Continued.

Articles.	1849.		1850.		1851.		1852.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.
Woollens. ....	\$13,503,202	\$3,723,768	\$16,900,916	\$4,682,457	\$19,239,930	\$5,331,600	\$17,348,184	\$4,769,083
Cottons. ....	15,183,759	3,769,565	19,681,612	4,896,278	21,486,502	5,348,695	18,716,741	4,895,327
Hempen goods. ....	460,335	92,067	490,077	98,015	615,239	123,048	343,777	68,755
Iron, and manufac- tures of. ....	9,262,567	2,778,770	10,864,680	3,259,404	10,780,312	3,234,094	18,843,569	5,632,484
Sugar. ....	7,275,780	2,182,734	6,950,716	2,085,215	13,478,709	4,043,613	13,977,393	4,193,218
Hemp, unmanufac- tured. ....	478,232	143,470	574,783	172,435	212,811	63,843	164,211	49,263
Salt. ....	1,424,529	284,906	1,227,518	245,504	1,025,300	205,060	1,102,101	220,420
Coal. ....	382,254	114,676	361,855	108,557	478,095	143,429	405,652	121,695
Total. ....	47,970,658	13,089,956	57,052,157	15,547,865	67,316,898	18,493,382	70,901,628	19,950,245

## STATEMENT—Continued.

Articles.	1853.		1854.		1855.		1856.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.
Woollens. ....	\$27,051,934	\$7,459,794	\$31,119,654	\$8,629,180	\$22,076,448	\$6,088,157	\$30,705,161	\$8,478,552 05
Cottons. ....	26,412,243	6,599,338	32,477,106	8,153,992	15,742,923	3,823,294	24,337,504	5,943,181 90
Hempen goods. ....	433,604	86,721	59,824	11,631	239,593	47,919	233,735	46,747 00
Iron, and manufac- tures of. ....	26,993,082	8,074,017	28,288,241	8,486,472	23,945,274	7,163,602	21,618,718	6,461,615 00
Sugar. ....	14,168,337	4,250,501	11,604,656	3,481,397	13,284,663	3,985,399	21,295,154	6,388,546 20
Hemp, unmanufac- tured. ....	326,812	98,044	335,632	100,689	55,458	16,637	3,427	1,028 10
Salt. ....	1,041,577	208,315	1,290,975	258,195	1,692,587	338,517	1,954,317	390,863 40
Coal. ....	488,491	146,547	585,926	175,777	893,825	268,147	597,094	119,418 80
Total. ....	96,916,080	26,923,277	105,762,014	29,297,333	77,930,771	21,731,672	100,745,110	27,829,952 45

F. BIGGER, *Register*.

TREASURY DEPARTMENT, REGISTER'S OFFICE, November 10, 1856.

## Statement exhibiting the value of foreign merchandise and domestic produce, &amp;c., exported annually from 1821 to 1856.

Years ending—	Value of exports exclusive of specie.					Specie and bul- lion.
	Foreign merchandise.			Domestic pro- duce.	Aggregate value of exports.	
	Free of duty.	Paying duty.	Total.			
September 30 ----1821-----	\$286,698	\$10,537,731	\$10,824,429	\$43,671,894	\$54,496,323	\$10,478,059
1822-----	374,716	11,101,306	11,476,022	49,874,079	61,350,101	10,810,180
1823-----	1,323,762	19,846,873	21,170,635	47,155,408	68,366,043	6,372,987
1824-----	1,100,530	17,222,075	18,322,605	50,649,500	68,972,105	7,014,552
1825-----	1,088,785	22,704,803	23,793,588	66,809,766	9,603,354	8,932,034
1826-----	1,036,430	19,404,504	20,440,934	52,449,855	72,890,789	4,704,533
1827-----	813,844	15,417,986	16,231,830	57,878,117	74,109,947	8,014,880
1828-----	877,239	13,167,339	14,044,578	49,976,632	64,021,210	8,243,476
1829-----	919,943	11,427,401	12,347,344	55,087,307	67,434,651	4,924,020
1830-----	1,078,695	12,067,162	13,145,857	58,524,878	71,670,735	2,178,773
1831-----	642,586	12,434,483	13,077,969	59,218,583	72,295,652	9,014,931
1832-----	1,345,217	18,448,857	19,794,074	61,726,529	81,520,603	5,656,340
1833-----	5,165,907	12,411,969	17,577,876	69,950,856	87,528,732	2,611,701
1834-----	10,757,033	10,879,520	21,636,553	80,623,662	102,260,215	2,076,758
1835-----	7,012,666	7,743,655	14,756,321	100,459,481	115,215,802	6,477,775
1836-----	8,534,895	9,232,867	17,767,762	106,570,942	124,338,704	4,324,336
1837-----	7,756,189	9,406,043	17,162,232	94,280,895	111,443,127	5,976,249
1838-----	4,951,306	4,466,384	9,417,690	95,560,880	104,978,570	3,508,046
1839-----	5,618,442	5,007,698	10,626,140	101,625,533	112,251,673	8,776,743
1840-----	6,202,562	5,805,809	12,008,371	111,660,561	123,668,932	8,417,014
1841-----	3,953,054	4,228,181	8,181,235	103,636,236	111,817,471	10,034,332
1842-----	3,194,299	4,884,454	8,078,753	91,799,242	99,877,995	4,813,539
9 mos. to June 30--1843-----	1,682,763	3,456,572	5,139,335	77,686,354	82,825,689	1,520,791
Year to June 30--1844-----	2,251,550	3,962,508	6,214,058	99,531,774	105,745,832	5,454,214

## STATEMENT—Continued.

Years ending—	Value of exports exclusive of specie.					Specie and bul- lion.
	Foreign merchandise.			Domestic pro- duce.	Aggregate value of exports.	
	Free of duty.	Paying duty.	Total.			
Year to June 30—1845—	\$2,413,050	\$5,171,731	\$7,584,781	\$98,455,330	\$106,040,111	\$8,606,495
1846—	2,342,629	5,522,577	7,865,206	101,718,042	109,583,248	3,905,268
1847—	1,812,847	4,353,907	6,166,754	150,574,844	156,741,598	1,907,024
1848—	1,410,307	6,576,499	7,986,806	130,203,709	138,190,515	15,841,616
1849—	2,015,815	6,625,276	8,641,091	131,710,081	140,351,172	5,404,648
1850—	2,099,132	7,376,361	9,475,493	134,900,233	144,375,726	7,522,994
1851—	1,742,154	8,552,967	10,295,121	178,620,138	188,915,259	29,472,752
1852—	2,538,159	9,498,884	12,037,043	154,931,147	166,968,190	42,674,135
1853—	1,894,046	11,202,167	13,096,213	189,869,162	202,965,375	27,486,875
1854—	3,210,907	18,437,397	21,648,304	215,156,304	236,804,608	41,436,456
1855—	6,516,550	19,641,818	26,158,368	192,751,135	218,909,503	56,247,343
1856—	3,144,604	11,636,768	14,781,372	310,586,330	325,367,702	45,745,485
Total—	109,109,311	379,862,532	488,971,843	3,775,885,419	4,264,857,262	436,587,354

TREASURY DEPARTMENT, *Register's Office*, November 10, 1856.F. BIGGER, *Register*.

## No. 21.

*Statement exhibiting the quantity of wine, spirits, &c., imported annually, from 1843 to 1856, inclusive.*

## No. 1.—WINE IN CASKS.

Period of importation.	Madeira.		Sherry.		Sicily.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. end'g June 30, 1843	3,949	\$9,075	4,685	\$6,491	14,579	\$6,617
Year end'g June 30, 1844	16,754	30,575	18,665	23,418	31,180	15,000
Do.....1845	101,176	145,237	23,616	38,289	110,590	46,033
Do.....1846	169,797	122,895	26,538	41,761	209,131	74,000
5 mos. end'g Nov. 30, 1846	117,117	128,613	14,543	26,194	21,281	8,933
7 mos. end'g June 30, 1847	13,806	5,717	77,521	56,061	92,631	24,230
Year end'g June 30, 1848	44,634	21,630	215,935	109,983	190,294	67,364
Do.....1849	193,971	105,302	170,794	128,510	130,851	32,231
Do.....1850	303,125	150,096	212,092	118,952	91,123	24,933
Do.....1851	163,941	116,008	250,277	154,668	301,010	98,975
Do.....1852	216,683	103,917	168,610	97,680	91,746	22,563
Do.....1853	226,403	105,628	313,048	155,819	190,205	45,794
Do.....1854	120,391	54,270	415,298	244,028	68,870	23,191
Do.....1855	71,912	46,445	383,398	208,414	197,700	65,359
Do.....1856	44,393	32,031	398,392	270,317	184,194	61,954

## No. 2.—WINE IN CASKS.

Period of importation.	Port.		Claret.		Other red wine.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. end'g June 30, 1843	38,593	\$25,714	873,895	\$134,598	-----	-----
Year end'g June 30, 1844	223,615	156,878	993,198	218,239	340,387	\$60,096
Do.....1846	260,593	162,358	1,051,862	249,633	495,558	143,210
Do.....1846	372,528	148,895	951,351	249,703	954,646	316,821
5 mos. end'g Nov. 30, 1845	80,991	62,851	294,453	111,453	1,072,589	328,814
7 mos. end'g June 30, 1847	8,075	3,791	591,656	119,844	539,454	119,411
Year end'g June 30, 1848	501,123	170,134	1,227,071	221,416	781,073	180,928
Do.....1849	711,268	272,700	1,912,701	263,836	994,458	221,177
Do.....1850	626,211	305,454	1,919,766	267,445	1,469,256	265,988
Do.....1851	762,967	349,849	1,940,121	280,333	1,245,201	236,727
Do.....1852	614,816	240,238	2,702,612	405,380	1,172,316	229,350
Do.....1853	662,791	268,005	2,633,802	482,827	1,374,416	377,482
Do.....1854	393,197	177,935	2,045,474	497,005	1,854,885	450,195
Do.....1855	186,460	97,987	1,371,400	440,631	1,519,505	459,985
Do.....1856	264,816	158,729	1,516,018	561,440	697,334	285,111

## No. 21—Continued.

## No. 3.—WINE, BRANDY, AND GRAIN SPIRITS.

Period of importation.	Other white wine.		Brandy.		Grain spirits.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. end'g June 30, 1843	123,832	\$28,205	191,832	\$106,267	259,129	\$121,547
Year end'g June 30, 1844	268,414	75,090	782,510	606,633	416,918	171,015
Do.-----1845	591,735	211,183	1,081,314	819,450	606,311	262,543
Do.-----1846	705,808	310,241	963,147	839,231	677,785	345,352
5 mos. end'g Nov. 30, 1846	618,267	296,736	331,108	355,451	136,323	86,073
7 mos. end'g June 30, 1847	278,482	69,831	623,309	575,631	327,635	143,549
Year end'g June 30, 1848	840,687	193,358	1,370,111	1,135,089	676,683	327,493
Do.-----1849	971,895	210,139	2,964,091	1,347,514	796,276	327,957
Do.-----1850	1,088,801	215,353	4,145,802	2,659,537	751,183	361,078
Do.-----1851	1,085,374	209,847	3,163,783	2,128,679	984,417	364,204
Do.-----1852	935,379	195,870	2,751,810	1,792,729	865,301	294,386
Do.-----1853	1,275,290	305,287	3,854,956	3,251,408	1,060,456	424,638
Do.-----1854	1,379,888	380,204	2,152,366	2,255,344	1,197,234	564,569
Do.-----1855	939,354	322,257	1,024,497	1,479,362	1,190,642	575,560
Do.-----1856	517,135	189,499	1,715,717	2,859,342	1,582,126	772,276

## No. 4.—OTHER SPIRITS, BEER, ALE, AND PORTER.

Period of importation.	Other spirits.		Beer, ale, and porter, from England.		Beer, ale, and porter, from Scotland.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. end'g June 30, 1843	135,399	\$32,095	62,612	\$57,098	7,423	\$6,335
Year end'g June 30, 1844	210,477	78,027	107,489	102,157	19,236	18,343
Do.-----1845	270,484	78,957	79,302	73,729	26,711	21,294
Do.-----1846	221,344	81,713	117,621	110,397	38,464	39,831
5 mos. end'g Nov. 30, 1846	65,477	28,862	46,146	42,987	2,151	1,895
7 mos. end'g June 30, 1847	160,747	57,806	132,157	67,305	15,375	8,657
Year end'g June 30, 1848	228,671	75,943	130,008	101,171	39,282	21,533
Do.-----1849	542,492	145,784	146,473	118,233	52,297	30,088
Do.-----1850	339,169	113,779	156,735	129,957	52,856	41,790
Do.-----1851	309,214	100,850	275,336	189,010	88,179	56,736
Do.-----1852	359,677	98,940	262,838	186,964	110,752	67,804
Do.-----1853	336,477	106,501	397,420	284,347	131,357	77,414
Do.-----1854	399,583	128,308	825,571	424,875	270,064	128,667
Do.-----1855	397,572	151,378	919,252	559,900	345,016	188,457
Do.-----1856	771,604	288,494	792,155	504,146	359,486	193,630

TREASURY DEPARTMENT,  
Register's Office, November 10, 1856.

F. BIGGER, Register.



## No. 22.

*Statement exhibiting the value of imports, annually, from 1821 to 1856.*

Years ending—	Value of merchandise imported.			
	Specie and bul- lion.	Free of duty.	Paying duty.	Total.
September...30, 1821	\$8,064,890	\$2,017,423	\$52,503,411	\$62,585,724
1822	3,369,846	3,928,862	75,942,833	83,241,541
1823	5,097,896	3,950,392	68,530,979	77,579,267
1824	8,379,835	4,183,938	67,985,234	80,549,007
1825	6,150,765	4,796,745	85,392,565	96,340,075
1826	6,880,966	5,686,803	72,406,708	84,974,477
1827	8,151,130	3,703,974	67,628,964	79,484,068
1828	7,489,741	4,889,435	76,130,648	88,509,824
1829	7,403,612	4,401,889	62,687,026	74,492,527
1830	8,155,964	4,590,281	58,130,675	70,876,920
1831	7,305,945	6,150,680	89,734,499	103,191,124
1832	5,907,504	8,341,949	86,779,813	101,029,266
1833	7,070,368	25,377,582	75,670,361	108,118,311
1834	17,911,632	50,481,548	58,128,152	126,521,332
1835	13,131,447	64,809,046	71,955,249	149,895,742
1836	13,400,881	78,655,600	97,923,554	189,980,035
1837	10,516,414	58,733,617	71,739,186	140,989,217
1838	17,747,116	43,112,889	52,857,399	113,717,404
1839	8,595,176	70,806,616	85,690,340	162,092,132
1840	8,882,813	48,313,391	49,945,315	107,141,519
1841	4,988,633	61,031,098	61,926,446	127,946,177
1842	4,087,016	26,540,470	69,534,601	100,162,087
9 mo's to June 30, 1843	22,390,559	13,184,025	29,179,215	64,753,799
Year to June 30, 1844	5,830,429	18,936,452	83,668,154	108,435,035
1845	4,070,242	18,077,598	95,106,724	117,254,564
1846	3,777,732	20,990,007	96,924,058	121,691,797
1847	24,121,289	17,651,347	104,773,002	146,545,638
1848	6,360,224	16,356,379	132,282,325	154,998,928
1849	6,651,240	15,726,425	125,479,774	147,857,439
1850	4,628,792	18,081,590	155,427,936	178,138,318
1851	5,453,592	19,652,995	191,118,345	216,224,932
1852	5,505,044	24,187,890	183,252,508	212,945,442
1853	4,201,382	27,182,152	236,595,113	267,978,647
1854	6,958,184	26,327,637	271,276,560	304,562,381
1855	3,659,812	36,430,524	221,378,184	261,468,520
1856	4,207,632	52,748,074	257,684,236	314,639,942
Total, -----	293,505,743	910,037,323	3,743,370,092	4,946,913,158

F. BIGGER, *Register.*

TREASURY DEPARTMENT,  
*Register's Office, November 10, 1856.*

## No. 23.

*Statement exhibiting the value of dutiable merchandise re-exported annually, from 1821 to 1856, inclusive; and showing, also, the value re-exported from warehouses, under the act of August 6, 1846.*

Years.	Dutiable value of merchandise re-exported.	Value re-exported from warehouses.
1821	\$10,537,731	
1822	11,101,306	
1823	19,446,873	
1824	17,222,075	
1825	22,704,803	
1826	19,404,504	
1827	15,617,986	
1828	13,167,338	
1829	11,427,401	
1830	12,067,162	
1831	12,434,483	
1832	18,448,857	
1833	12,411,969	
1834	10,879,520	
1835	7,743,655	
1836	9,232,867	
1837	9,406,043	
1838	4,466,384	
1839	5,007,698	
1840	5,805,809	
1841	4,228,181	
1842	4,884,454	
1843	3,456,572	
1844	3,962,508	
1845	5,171,731	
1846	5,522,577	
1847	4,353,907	\$651,170
1848	6,576,499	2,869,941
1849	6,625,276	3,692,363
1850	7,376,361	5,261,291
1851	8,552,967	5,604,453
1852	9,514,925	6,855,770
1853	11,170,581	8,036,551
1854	18,437,397	14,608,712
1855	19,641,818	13,975,759
1856	11,636,768	7,566,890
Total,	380,046,987	69,122,900

TREASURY DEPARTMENT,  
Register's Office, November 10 1856.

F. BIGGER, *Register.*

## No. 24.

*Statement exhibiting the aggregate value of breadstuffs and provisions  
exported annually, from 1821 to 1856.*

Years ending—		Amount.
September 30.....	1821.....	\$12, 341, 901
	1822.....	13, 886, 856
	1823.....	13, 767, 847
	1824.....	15, 059, 484
	1825.....	11, 634, 449
	1826.....	11, 303, 496
	1827.....	11, 685, 556
	1828.....	11, 461, 144
	1829.....	13, 131, 858
	1830.....	12, 075, 430
	1831.....	17, 538, 227
	1832.....	12, 424, 703
	1833.....	14, 209, 128
	1834.....	11, 524, 024
	1835.....	12, 009, 399
	1836.....	10, 614, 130
	1837.....	9, 588, 359
	1838.....	9, 636, 650
	1839.....	14, 147, 779
	1840.....	19, 067, 535
	1841.....	17, 196, 102
	1842.....	16, 902, 876
Nine months ending June 30,	1843.....	11, 204, 123
Year ending June 30.....	1844.....	17, 970, 135
	1845.....	16, 743, 421
	1846.....	27, 701, 121
	1847.....	68, 701, 921
	1848.....	37, 472, 751
	1849.....	38, 155, 507
	1850.....	26, 051, 373
	1851.....	21, 948, 651
	1852.....	25, 857, 027
	1853.....	32, 985, 322
	1854.....	65, 941, 323
	1855.....	38, 895, 348
	1856.....	77, 187, 301
Total.....		798, 022, 257

F. BIGGER, *Register.*

TREASURY DEPARTMENT,  
*Register's Office, November 10, 1856.*

## No. 25.

*Statement exhibiting the quality and value of cotton exported annually, from 1821 to 1856, inclusive, and the average price per pound.*

Years.	COTTON.				Value.	Average cost per pound.
	Bales.	Sea Island.	Other.	Total.		
	Pounds.				Dollars.	Cents.
1821		11,344,066	113,549,339	124,893,405	20,157,484	16.2
1822		11,250,635	133,424,460	144,675,095	24,035,058	16.6
1823		12,136,688	161,586,582	173,723,270	20,445,520	11.8
1824		9,525,722	132,843,941	142,369,663	21,947,401	15.4
1825		9,665,278	166,784,629	176,449,907	36,846,649	20.9
1826		5,972,852	198,562,563	204,535,415	25,025,214	12.2
1827		15,140,798	279,169,317	294,310,115	29,359,545	10
1828		11,288,419	199,302,044	210,590,463	22,487,229	10.7
1829		12,833,307	252,003,879	264,837,186	26,575,311	10
1830		8,147,165	290,311,937	298,459,102	29,674,883	9.9
1831		8,311,762	268,668,022	276,979,784	25,289,492	9.1
1832		8,743,373	313,451,749	322,215,122	31,724,682	9.8
1833		11,142,987	313,535,617	324,698,604	36,191,105	11.1
1834		8,085,937	376,601,970	384,717,907	49,448,402	12.8
1835		7,752,736	379,686,256	387,358,992	64,961,302	16.8
1836		7,849,597	415,721,710	423,631,307	71,284,925	16.8
1837		5,286,971	438,964,566	444,211,537	63,240,102	14.2
1838		7,286,340	588,615,957	595,952,297	61,556,811	10.3
1839		5,107,404	408,566,808	413,624,212	61,238,982	14.8
1840		8,779,669	735,161,392	743,941,061	63,870,307	8.5
1841		6,237,424	523,966,676	530,204,100	54,330,341	10.2
1842		7,254,099	577,462,918	584,717,017	47,593,464	8.1
1843		7,515,079	784,782,027	792,297,106	49,119,806	6.2
1844		6,099,076	657,534,379	663,633,455	54,063,501	8.1
1845		9,380,625	863,516,371	872,905,996	51,739,643	5.92
1846		9,388,533	538,169,522	547,558,055	42,767,341	7.81
1847		6,293,973	520,925,985	527,219,958	53,415,848	10.34
1848		7,724,148	806,550,283	814,274,431	61,998,294	7.61
1849		11,969,259	1,014,633,010	1,026,602,269	66,396,967	6.4
1850		8,236,463	627,145,141	635,381,604	71,984,616	11.3
1851		8,299,656	918,937,433	927,237,089	112,315,317	12.11
1852		11,738,075	1,081,492,564	1,093,230,639	87,965,732	8.05
1853		11,165,165	1,100,405,205	1,111,570,370	109,456,404	9.85
1854		10,486,423	977,346,683	987,833,106	93,596,220	9.47
1855	2,303,403	13,058,590	995,366,011	1,008,424,601	88,143,844	8.74
1856	2,991,175	12,797,225	1,338,634,476	1,351,431,701	128,382,351	9.49
Total.	5,294,578	333,304,519	19,493,391,422	19,826,695,941	1,958,630,093	

F. BIGGER, *Register*.

TREASURY DEPARTMENT,  
*Register's Office, November 10, 1856.*

*Statement exhibiting the quantity and value of tobacco and rice exported annually, from 1821 to 1856, inclusive.*

Years.	TOBACCO.					RICE.			
	Bales.	Cases.	Hogsheads.	Value.	Average cost per hogshead.	Barrels.	Tierces.	Value.	Average cost per tierce.
1821			66,858	\$5,648,962	\$84 49		88,221	\$1,494,307	\$16 94
1822			83,169	6,222,838	74 82		87,089	1,553,482	17 84
1823			99,009	6,282,672	63 45		101,365	1,820,985	17 96
1824			77,883	4,855,566	62 34		113,229	1,862,982	16 63
1825			75,984	6,115,623	80 48		97,015	1,925,245	19 84
1826			64,098	5,347,208	83 42		111,063	1,917,445	17 26
1827			100,025	6,577,123	65 75		113,518	2,343,908	17 55
1828			96,278	5,269,960	54 73		175,019	2,620,696	14 97
1829			77,131	4,982,974	64 60		132,923	2,514,370	18 92
1830			83,810	5,586,365	66 66		130,697	1,986,824	15 20
1831			86,718	4,892,388	56 41		116,517	2,016,267	17 30
1832			106,806	5,999,769	56 17		120,327	2,152,631	17 89
1833			83,153	5,755,968	69 20		144,163	2,744,418	19 04
1834			87,979	6,595,305	74 96		121,886	2,122,272	17 41
1835			94,353	8,250,577	87 44		119,851	2,210,331	19 94
1836			109,042	10,058,640	92 24		212,983	2,548,750	11 97
1837			100,232	5,795,647	57 82		106,084	2,309,279	21 76
1838			100,593	7,392,029	73 48		71,048	1,721,819	24 23
1839			78,995	9,832,943	124 47		93,320	2,460,198	26 36
1840			119,484	9,883,957	82 72		101,660	1,942,076	19 10
1841			147,828	12,576,703	85 07		101,617	2,010,107	19 78
1842			158,710	9,540,755	60 11		114,617	1,907,387	16 64
1843			94,454	4,650,979	49 24		106,766	1,625,726	15 23
1844			163,042	8,397,255	51 50		134,715	2,182,468	16 20
1845			147,168	7,469,819	50 75		118,621	2,160,456	18 21

## STATEMENT—Continued.

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REPORT ON THE FINANCES.

Years.	TOBACCO.					RICE.			
	Bales.	Cases.	Hogsheads.	Value.	Average cost per hogshead.	Barrels.	Tierces.	Value.	Average cost per tierce.
1846	-----	-----	147,998	\$8,478,270	\$57 28	-----	124,007	\$2,564,991	\$20 68
1847	-----	-----	135,762	7,242,086	53 34	-----	144,427	3,605,896	24 97
1848	-----	-----	130,665	7,551,122	57 78	-----	100,403	2,331,824	23 23
1849	-----	-----	101,521	5,804,207	57 17	-----	128,861	2,569,362	19 94
1850	-----	-----	145,729	9,951,023	68 28	-----	127,069	2,631,557	20 71
1851	-----	-----	95,945	9,219,251	96 09	-----	105,590	2,170,927	20 56
1852	-----	-----	137,097	10,031,283	73 17	-----	119,733	2,470,029	20 63
1853	-----	-----	159,853	11,319,319	70 81	-----	67,707	1,657,658	24 48
1854	-----	-----	126,107	10,016,046	79 42	-----	105,121	2,634,127	25 05
1855	12,913	13,366	150,213	14,712,468	-----	19,774	52,520	1,717,953	-----
1856	17,772	9,384	116,962	12,221,843	-----	81,038	58,668	2,390,233	-----
Total	30,685	22,750	3,950,654	280,528,943	-----	100,812	4,079,420	78,918,986	-----

TREASURY DEPARTMENT, *Register's Office*, November 10, 1856.F. BIGGER, *Register*.

*Statement exhibiting the values of iron and manufactures of iron and iron and steel, steel, wool and manufactures of wool, manufactures of cotton, silk and manufactures of silk, flax, linen and linen fabrics, hemp and manufactures of hemp, manilla, sun, and other hems of India, and silk and worsted goods imported from and exported to foreign countries from 1840 to 1846, both years inclusive; and also showing the domestic exports of like articles for the same periods.*

Articles.	1840.			1841.			1842.		
	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign exported.	Domestic ex- ported.	Foreign im- ported.	Foreign exported.	Domestic exported.
Iron and manufactures of iron, and iron and steel .....	\$6, 750, 099	\$156, 115	\$1, 104, 455	\$8, 914, 425	\$134, 316	\$1, 045, 264	\$6, 988, 065	\$177, 381	\$1, 109, 522
Cast, shear, German, and other steel .....	528, 716	83, 961	-----	609, 201	24, 848	-----	597, 317	18, 447	-----
Wool, unmanufactured .....	846, 076	26, 246	-----	1, 091, 953	44, 226	-----	797, 382	90, 865	-----
Manufactures of .....	9, 071, 184	418, 399	-----	11, 001, 939	171, 814	-----	8, 375, 725	145, 123	-----
Cotton, manufactures of .....	6, 504, 484	1, 103, 489	3, 549, 607	11, 757, 036	929, 056	3, 122, 546	9, 578, 515	836, 892	2, 970 690
Silk, unmanufactured .....	234, 235	200, 239	-----	254, 102	227, 113	-----	33, 002	420	-----
Manufactures of .....	9, 601, 522	1, 015, 532	-----	15, 300, 795	356, 264	-----	9, 444, 341	265, 159	-----
Flax, unmanufactured .....	-----	-----	-----	-----	-----	-----	-----	-----	-----
linen and linen fabrics .....	4, 614, 466	425, 466	-----	6, 846, 807	280, 459	-----	3, 669, 231	210, 176	-----
Hemp, unmanufactured .....	686, 777	-----	-----	561, 039	50	-----	267, 849	553	-----
Manufactures of .....	1, 588, 155	226, 347	8, 242	2, 566, 381	167, 506	13, 400	1, 273, 534	162, 866	1, 038
manilla, sun, and other, of India .....	-----	-----	-----	-----	-----	-----	-----	-----	-----
Silk and worsted goods .....	-----	-----	-----	-----	15, 812	-----	1, 311, 770	777	-----
Total .....	40, 425, 714	3, 605, 794	4, 662, 304	58, 903, 678	2, 351, 464	4, 181, 210	42, 337, 631	1, 908, 639	4, 081, 250



## STATEMENT—Continued.

Articles.	1843.			1844.			1885.		
	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.
Iron, and manufactures of iron, and iron and steel.....	\$1,903,858	\$50,802	\$532,693	\$5,227,484	\$107,956	\$716,332	\$8,294,878	\$91,966	\$845,017
Cast, shear, German, and other steel.....	201,772	59,733	-----	487,462	15,415	-----	775,675	20,052	-----
Wool, unmanufactured.....	248,679	34,651	-----	851,460	-----	-----	1,689,794	22,153	-----
manufactures of.....	2,472,154	61,997	-----	9,475,782	67,483	-----	10,666,176	156,646	-----
Cotton, manufactures of.....	2,958,796	314,040	3,223,550	13,641,478	404,648	2,898,780	13,863,282	502,553	4,327,928
Silk, unmanufactured.....	53,350	3,353	-----	172,953	7,102	-----	208,454	4,362	-----
manufactures of.....	2,662,087	206,777	-----	8,310,711	230,838	-----	9,731,796	246,272	-----
Flax, unmanufactured.....	15,193	-----	-----	67,738	626	-----	90,509	6,544	-----
linen and linen fabrics..	1,484,921	161,667	-----	4,492,826	129,726	-----	4,923,109	159,626	-----
Hemp, unmanufactured.....	228,882	2,012	-----	262,365	452	-----	145,209	4,837	-----
manufactures of.....	526,502	102,495	326	1,003,420	138,002	311	897,345	95,684	14,762
manilla, sun, and other, of India.....	42,149	472	-----	209,385	6,274	-----	238,179	1,446	-----
Silk and worsted goods.....	318,685	4,929	-----	1,292,488	190	-----	1,510,310	15,916	-----
Total.....	13,117,028	1,002,928	3,756,569	45,495,552	1,108,712	3,615,423	53,034,716	1,328,057	5,187,707

## STATEMENT—Continued.

Articles.	1846.			1847.			1848.		
	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.
Iron and manufactures of iron, and iron and steel.....	\$7,835,832	\$122,587	\$1,151,782	\$8,781,252	\$63,596	\$1,167,484	\$12,526,854	\$98,295	\$1,259,632
Cast, shear, German, and other steel.....	1,234,408	32,564	-----	1,126,458	19,218	-----	1,284,937	41,397	-----
Wool, unmanufactured.....	1,134,226	41,571	203,996	555,822	37,302	89,460	857,034	1,840	-----
manufactures of.....	10,083,819	147,894	-----	10,998,933	315,894	-----	15,240,883	179,781	-----
Cotton, manufactures of.....	13,530,625	673,203	3,545,481	15,192,875	486,135	4,082,523	18,421,589	1,216,172	5,718,205
Silk, unmanufactured.....	216,647	23,999	-----	250,086	8,385	-----	354,973	19,858	-----
manufactures of.....	10,667,649	195,753	-----	11,733,371	334,173	-----	14,543,633	340,853	-----
Flax, unmanufactured.....	16,337	-----	-----	28,365	-----	-----	102,261	-----	-----
linen and linen fabrics.....	5,098,505	125,570	-----	5,154,837	97,601	-----	6,624,648	300,159	-----
Hemp, unmanufactured.....	180,281	-----	-----	66,377	1,157	-----	187,905	7,570	27,657
manufactures of.....	766,664	87,518	12,129	684,880	59,009	5,782	658,075	51,175	6,713
manilla, sun, and other, of India.....	457,276	73,139	-----	278,675	27,307	-----	342,445	1,833	-----
Silk and worsted goods.....	1,778,202	3,641	-----	1,965,095	22,992	-----	2,456,652	2,614	-----
Total.....	53,000,471	1,527,439	4,913,388	56,817,026	1,472,769	5,345,249	73,601,889	2,261,547	7,012,207

## STATEMENT—Continued.

Articles.	1849.			1850.			1851.		
	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.
Iron and manufactures of iron, and iron and steel .....	\$13, 831, 823	\$109, 439	\$1, 096, 172	\$16, 333, 145	\$100, 746	\$1, 911, 320	\$17, 306, 700	\$100, 290	\$2, 255, 698
Cast, shear, German, and other steel .....	1, 227, 138	55, 044	-----	1, 332, 253	40, 193	-----	1, 570, 063	38, 371	-----
Wool, unmanufactured .....	1, 177, 347	6, 891	-----	1, 681, 691	-----	-----	3, 833, 157	7, 966	-----
manufactures of .....	13, 704, 606	201, 404	-----	17, 151, 509	174, 934	-----	19, 507, 309	267, 379	-----
Cotton, manufactures of .....	15, 754, 841	571, 082	4, 933, 129	20, 108, 719	427, 107	4, 734, 424	22, 164, 442	677, 940	7, 241, 205
Silk, unmanufactured .....	384, 535	55, 515	-----	401, 385	7, 408	-----	456, 449	43, 856	-----
manufactures of .....	13, 791, 232	388, 572	-----	17, 639, 624	352, 637	-----	25, 777, 245	500, 168	-----
Flax, unmanufactured .....	127, 859	-----	-----	128, 917	-----	-----	176, 197	-----	-----
linen and linen fabrics .....	5, 907, 242	187, 948	-----	8, 134, 674	129, 878	-----	8, 795, 740	107, 382	-----
Hemp, unmanufactured .....	491, 633	13, 401	8, 458	579, 814	5, 031	5, 633	223, 984	7, 876	29, 114
manufactures of .....	519, 774	59, 439	5, 558	582, 446	98, 369	11, 776	661, 768	46, 620	8, 023
manilla, sun, and other, of India .....	196, 634	29, 161	-----	659, 362	3, 843	-----	508, 709	8, 688	-----
Silk and worsted goods .....	2; 452, 289	27, 537	-----	1, 653, 809	15, 795	-----	1, 783, 076	5, 307	-----
Total .....	69, 566, 953	1, 705, 433	6, 043, 317	86, 393, 348	1, 355, 941	6, 663, 153	102, 764, 839	1, 811, 843	9, 534, 040

# STATEMENT—Continued.

Articles.	1852.			1853.			1854.		
	Foreign im- ported.	Foreign ex- ported.	Domestic exported.	Foreign im- ported.	Foreign ex- ported.	Domestic exported.	Foreign im- ported.	Foreign ex- ported.	Domestic exported.
Iron, and manufactures of iron, and iron and steel.....	\$18,957,993	\$134,937	\$2,303,819	\$27,255,425	\$262,343	\$2,499,652	\$29,341,775	\$795,872	\$4,210,350
Cast, shear, German, and other steel.....	1,703,599	31,569	-----	2,970,313	31,637	-----	2,477,709	53,247	-----
Wool, unmanufactured.....	1,930,711	54,285	-----	2,669,718	51,387	-----	2,822,185	41,668	-----
manufactures of.....	17,573,694	256,878	-----	27,621,911	343,989	-----	32,382,594	1,262,897	-----
Cotton, manufactures of.....	19,689,496	997,030	7,672,151	27,731,313	1,254,363	8,768,894	33,949,503	1,468,179	5,535,516
Silk, unmanufactured.....	378,747	7,143	-----	722,931	282	-----	1,099,389	7,966	-----
manufactures of.....	21,651,752	604,855	-----	30,434,886	607,294	-----	34,696,831	843,154	-----
Flax, unmanufactured.....	175,342	-----	-----	135,684	-----	-----	250,391	-----	-----
linen and linen fabrics.....	8,515,709	131,153	-----	10,236,037	149,399	-----	10,863,536	179,598	-----
Hemp, unmanufactured.....	164,588	377	18,649	329,122	2,310	18,195	378,246	42,614	93,699
manufactures of.....	391,608	47,831	13,622	479,171	45,567	16,784	598,251	52,318	79,717
manilla, sun, and other, of India.....	942,422	9,584	-----	1,591,791	4,572	-----	1,528,329	56,679	-----
Silk and worsted goods.....	1,667,513	6,285	-----	1,880,918	3,981	-----	1,594,038	21,037	-----
Laces, insertings, braids, and embroideries of wool,cotton, silk, or linen.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total .....	93,743,174	2,281,927	10,008,241	134,059,220	2,757,124	11,303,525	151,982,777	4,825,229	9,919,282

## STATEMENT—Continued.

Articles.	1855.			1856.		
	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.	Foreign im- ported.	Foreign ex- ported.	Domestic ex- ported.
Iron, and manufactures of iron, and iron and steel..	\$22,980,728	\$1,565,523	\$3,753,472	\$22,041,939	\$423,221	\$4,161,008
Cast, shear, German, and other steel .....	2,593,137	63,068	-----	2,538,323	25,598	-----
Wool, unmanufactured .....	2,072,139	131,442	27,802	1,665,064	14,997	27,455
manufactures of .....	24,404,149	2,327,701	-----	31,961,793	1,256,632	-----
Cotton, manufactures of .....	17,757,112	2,012,554	5,857,181	25,917,999	1,580,495	6,967,309
Silk, unmanufactured .....	751,617	71,122	-----	991,234	4,255	-----
manufactures of .....	24,366,556	902,135	-----	30,226,532	576,513	-----
Flax, unmanufactured .....	286,809	-----	-----	132,461	-----	-----
linen and linen fabrics .....	8,617,165	278,850	-----	11,189,463	179,666	-----
Hemp, unmanufactured .....	112,763	57,305	121,320	57,676	54,249	28,598
manufactures of .....	266,829	27,236	36,508	253,730	19,635	26,035
manilla, sun, and other, of India .....	2,045,653	198,136	-----	1,945,044	12,256	-----
Silk and worsted goods .....	1,133,839	118,557	-----	1,335,247	14,963	-----
Laces, insertings, braids, and embroideries of wool, cotton, silk, or linen .....	4,978,315	155,865	-----	6,265,963	77,757	-----
Total .....	112,366,811	7,909,494	9,796,283	136,522,468	4,240,237	11,210,405

TREASURY DEPARTMENT, *Register's Office*, November 10, 1856.F. BIGGER, *Register*.

*Statement exhibiting the value of iron, manufactures of iron, and iron and steel, steel, sugar, wines, and all fabrics of which wool, cotton, silk, flax or hemp, is a component part, imported annually, from 1847 to 1856, both inclusive, with the duties which accrued thereon during each year, respectively, and brandies for the year 1856.*

Articles.	1847.		1848.		1849.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.
Iron, manufactures of iron, and iron and steel.	\$8,781,252	\$2,751,407 66	\$12,526,854	\$3,736,223 20	\$13,831,823	\$4,132,780 50
Cast, shear, German, and other steel-----	1,126,458	165,780 40	1,284,937	203,909 00	1,227,138	194,688 95
Manufactures of wool-----	10,998,933	3,365,277 94	15,240,883	4,247,170 30	13,704,606	3,780,863 65
cotton-----	15,192,875	4,117,803 01	18,421,589	4,558,587 70	15,754,841	3,911,677 55
silk-----	11,733,371	2,833,850 75	14,543,634	3,739,650 05	13,791,232	3,553,488 55
flax-----	5,154,837	1,093,180 65	6,624,648	1,327,231 20	5,907,242	1,184,665 50
hemp-----	684,880	135,754 88	658,075	131,615 00	519,774	103,954 80
Wines-----	1,801,951	439,873 22	1,434,009	570,595 60	1,821,157	726,374 50
Sugar-----	9,877,212	3,375,815 53	9,479,817	2,843,945 10	8,048,900	2,414,670 00
Articles of which wool, cotton, silk, flax or hemp, is a component part, but which can- not properly be classified with either, viz:						
Silk and worsted goods-----	1,965,095	535,555 25	2,456,652	614,163 00	2,452,289	613,072 25
Embroideries, of wool, cotton, silk, and linen.						
Clothing, ready-made, and articles of wear---	676,404	228,488 30	653,222	195,966 60	587,590	176,277 00
Laces, thread and insertings-----	370,028	67,900 50	263,859	52,771 80	176,375	35,275 00
cotton insertings, trimmings, laces and braids-----	398,514	99,628 50	716,552	179,138 00	663,991	165,997 75
Cordage, untarred, tarred, and cables-----	67,592	31,863 18	239,526	59,881 50	146,410	36,602 50
Twine and pack-thread-----	54,809	13,756 50	45,575	12,479 50	34,378	10,313 40
Seines-----	446	80 50	502	150 60	182	54 60
Total-----	68,884,657	19,256,016 77	84,590 334	22,473,478 15	78,667,928	21,040,756 50

## STATEMENT—Continued.

Articles.	1850.		1851.		1852.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.
Iron, manufactures of iron, and iron and steel.	\$16,333,145	\$4,876,811 00	\$17,306,700	\$5,170,213 70	\$18,957,993	\$5,666,763 80
Cast, shear, German, and other steel.....	1,332,253	211,106 05	1,570,063	250,706 15	1,703,599	274,332 30
Manufactures of wool.....	17,151,509	4,752,782 30	19,507,309	5,407,688 85	17,573,694	4,831,729 15
cotton.....	20,108,719	5,002,633 55	22,164,442	5,516,962 00	19,689,496	4,887,538 45
silk.....	17,639,624	4,518,423 65	25,777,245	6,574,792 55	21,561,752	5,529,273 50
flax.....	8,134,674	1,630,900 00	8,795,740	1,765,497 80	8,515,709	1,708,919 10
hemp.....	588,446	117,689 20	661,768	132,353 60	391,608	78,321 60
Wines.....	2,065,922	823,608 60	2,359,279	941,190 80	2,203,230	878,604 60
Sugar.....	7,555 146	2,266,543 80	13,841,426	4,152,427 80	14,712,847	4,413,854 10
Articles of which wool, cotton, silk, flax or hemp, is a component part, but which can- not properly be classified with either, viz :						
Silk and worsted goods.....	1,653,809	413,452 25	1,783,076	445,769 00	1,667,513	416,878 25
Embroideries, of wool, cotton, silk, and linen.						
Clothing, ready-made, and articles of wear....	813,261	243,978 30	1,058,994	317,698 20	1,368,812	410,643 60
Laces, thread, and insertings.....	185,925	37,185 00	223,115	44,623 00	160,385	32,077 00
cotton insertings, trimmings, laces and braids.....	672,627	168,156 75	756,651	189,162 75	535,056	133,764 00
Cordage, untarred, tarred, and cables.....	257,377	64,344 25	213,785	53,446 25	205,417	51,354 25
Twine and pack-thread.....	62,106	18,631 80	50,282	15,084 60	45,014	13,504 20
Seines.....	590	177 00	299	89 70	742	222 60
Total.....	94,555 133	25,146,423 50	116,070,174	30,977,706 75	109,292,867	29,327,780 50



## STATEMENT—Continued.

Articles.	1853.		1854.		1855.		1856.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.
Iron, manufactures of iron, and iron and steel-----	\$27,255,425	\$8,152,621 40	\$29,341,775	\$8,777,066 80	\$22,980,728	\$6,873,058 00	\$22,041,939	\$6,587,975 70
Cast, shear, German, and other steel-----	2,970,313	476,868 70	2,477,709	403,624 95	2,593,137	431,757 10	2,538,323	422,746 85
Manufactures of wool-----	27,621,911	7,625,914 05	32,382,594	8,986,151 85	24,404,149	6,755,005 80	31,961,793	8,835,366 40
cotton-----	27,731,313	6,924,408 30	33,949,503	8,513,717 85	17,757,112	4,319,033 45	25,917,999	6,333,740 05
silk-----	30,434,886	7,748,378 75	34,696,831	8,805,359 65	24,366,556	6,129,583 95	30,226,532	7,604,846 15
flax-----	10,236,037	2,056,004 50	10,863,536	2,178,895 90	8,617,165	1,723,573 90	11,189,463	2,238,384 70
hemp-----	479,171	95,834 20	598,251	179,475 30	266,829	53,365 80	253,730	50,746 00
Brandies-----							2,859,342	2,859,342 00
Wines-----	2,995,631	1,194,802 20	3,370,802	1,198,614 40	3,114,824	1,098,304 40	6,796,058	2,718,423 20
Sugar-----	14,987,776	4,496,332 80	13,700,789	4,110,236 70	14,673,547	4,402,064 10	22,538,653	6,761,595 90
Articles of which wool, cotton, silk, flax, or hemp, is a component part, but which cannot properly be classified with either, viz:								
Silk and worsted goods-----	1,880,918	470,229 50	1,594,038	398,509 50	1,123,839	283,459 75	1,335,247	333,811 75
Embroideries of wool, cotton, silk, and linen-----					3,892,749	1,167,824 70	4,664,353	1,399,305 90
Clothing, ready-made, and articles of wear-----	2,307,135	692,140 50	3,927,141	1,178,142 30	1,975,662	592,698 60	1,978,344	593,503 20
Laces, thread, and insertings-----	252,170	50,434 00	368,399	73,679 80	318,511	63,702 20	410,591	82,118 20
cotton insertings, trimmings, laces, braids, &c-----	841,757	210,439 25	853,552	213,388 00	767,055	191,763 75	1,191,019	297,754 75
Cordage, untarred, tarred, and cables-----	121,660	30,415 00	255,969	63,992 25	187,124	46,781 00	132,172	33,043 00
Twine and pack-thread-----	58,546	17,563 80	78,553	23,565 90	55,704	16,711 20	53,821	16,146 30
Seines-----	404	121 20	1,540	462 00				
Total-----	150,175,053 40	242,508 15	168,460,982 45	104,883 15	127,104,691 34	148,687 70	166,089,379 47	168,850 05

\* Twine and seines are under one head for the year 1855.

TREASURY DEPARTMENT, Register's Office, November 10, 1856.

F. BIGGER, Register.

## No. 29.

*Statement exhibiting the exports to and the imports from Canada and other British possessions in North America, from the 1st day of July, 1851, to the 30th day of June, 1856.*

Years ending—	Exports.			Imports.	Increase each successive year over 1852.	
	Foreign.	Domestic.	Total.		Exports.	Imports.
June 30, 1852..	\$3,853,919	\$6,655,097	\$10,509,016	\$6,110,299	-----	-----
1853..	5,736,555	7,404,087	13,140,642	7,550,718	\$2,631,626	\$1,440,419
1854..	9,362,716	15,204,144	24,566,860	8,927,560	14,057,844	2,817,261
1855..	11,999,378	15,806,642	27,806,020	15,136,734	17,297,004	9,026,435
1856..	6,314,652	22,714,697	29,029,349	21,310,421	18,520,333	15,200,122
Total.....	37,267,220	67,784,667	105,051,887	59,035,732	52,506,807	28,484,237

F. BIGGER, *Register*.

TREASURY DEPARTMENT,  
*Register's Office, November 10, 1856.*

## No. 30.

*General result of all receipts and disposal of merchandise within the United States during the fiscal year ending June 30, 1856.*

DURING THE MONTH OF JULY, 1855.

		Duty on same.
1. Value of merchandise in warehouse on the 1st of July, 1855 .....	\$22,627,806 00	\$6,838,306
2. Value of merchandise received in warehouse from foreign ports, during July, 1855.....	3,874,556 00	1,081,040 36
3. Value of merchandise received in warehouse, transported from other ports, in July, 1855..	815,622 00	305,507 19
4. Value of dutiable merchandise entered for consumption, from foreign ports, in July, 1855..	16,708,199 00	4,040,628 88
5. Value of free merchandise entered from foreign ports, for consumption, during July, 1855....	3,133,490 00	-----
6. Value of merchandise entered for consumption, from warehouse, during July, 1855....	4,540,122 00	1,378,860 33
7. Value of merchandise entered for transportation to other ports, during July, 1855,.....	851,663 00	249,033 48
8. Value of merchandise entered for exportation from warehouse, during July.....	510,686 00	116,722 97
9. Value of merchandise in warehouse at the close of the month of July.....	21,503,404 00	6,864,829 84
10. Value of merchandise in transitu, at the close of the month of July.....	475,122 00	52,073 88

## No. 30—Continued.

DURING THE MONTH OF AUGUST, 1855.

		Duty on same.
1. Value of merchandise in warehouse, on the 1st of August, 1855.....	\$21,503,404 00	\$6,864,829 84
2. Value of merchandise received in warehouse, from foreign ports, during August .....	2,757,756 00	849,719 74
3. Value of merchandise in warehouse, transported from other ports, in August.....	911,937 00	277,596 58
4. Value of dutiable merchandise entered for consumption, from foreign ports, in August....	17,771,148 00	4,507,188 44
5. Value of free merchandise entered for consumption, from foreign ports, during August .....	3,074,929 00	-----
6. Value of merchandise entered for consumption, from warehouse, during August .....	5,161,116 00	1,546,249 60
7. Value of merchandise entered for transportation to other ports, during August.....	772,628 00	266,025 70
8. Value of merchandise entered for exportation from warehouse, during August.....	778,582 00	195,908 28
9. Value of merchandise in warehouse at the close of August .....	18,176,176 00	5,900,176 26
10. Value of merchandise in transitu at the close of August.....	964,526 00	58,513 94

DURING THE MONTH OF SEPTEMBER, 1855.

1. Value of merchandise in warehouse, on the 1st of September, 1855 .....	\$18,176,176 00	\$5,900,176 26
2. Value of merchandise received in warehouse from foreign ports, during September .....	2,133,104 00	676,804 77
3. Value of merchandise received in warehouse transported from other ports, in September .....	1,337,592 00	352,899 02
4. Value of dutiable merchandise entered for consumption from foreign ports, in September ..	15,768,140 00	3,662,245 26
5. Value of free merchandise entered for consumption from foreign ports, in September ..	3,741,174 00	-----
6. Value of merchandise entered for consumption from warehouse, during September.....	4,131,359 00	1,249,201 54
7. Value of merchandise entered for transportation to other ports, during September.....	868,240 00	284,772 06
8. Value of merchandise entered for exportation from warehouse, during September.....	1,166,423 00	258,026 37
9. Value of merchandise in warehouse at the close of the month of September .....	15,836,002 00	5,145,747 30
10. Value of merchandise in transitu at the close of the month of September.....	1,357,210 00	435,502 76

## No. 30—Continued.

DURING THE MONTH OF OCTOBER, 1855.

		Duty on same.
1. Value of merchandise in warehouse on the 1st of October, 1855-----	\$15,836,002 00	\$5,145,747 30
2. Value of merchandise received in warehouse from foreign ports, in October-----	3,918,703 00	1,301,700 31
3. Value of merchandise received in warehouse, transported from other ports, in October-----	1,029,234 00	212,369 50
4. Value of dutiable merchandise entered for consumption, from foreign ports, in October-----	16,442,167 00	3,793,679 81
5. Value of free merchandise entered for consumption, from foreign ports, in October-----	5,567,126 00	-----
6. Value of merchandise entered for consumption from warehouse, during October-----	3,092,135 00	1,061,059 42
7. Value of merchandise entered for transportation to other ports, in October-----	612,153 00	205,993 86
8. Value of merchandise entered for exportation from warehouse, in October-----	1,445,969 00	275,474 49
9. Value of merchandise in warehouse at the close of the month of October-----	15,586,840 00	5,106,004 58
10. Value of merchandise in transitu, at the close of the month of October-----	1,465,652 00	452,340 40

DURING THE MONTH OF NOVEMBER, 1855.

1. Value of merchandise in warehouse on the 1st of November, 1855-----	\$15,586,840 00	\$5,100,004 58
2. Value of merchandise received in warehouse from foreign ports, in November, 1855-----	3,953,896 00	1,159,897 46
3. Value of merchandise received in warehouse transported from other ports, in November, 1855-----	1,157,056 00	342,394 92
4. Value of dutiable merchandise entered for consumption from foreign ports, in November, 1855-----	11,655,702 00	2,699,694 23
5. Value of free merchandise entered for consumption from foreign ports, in November, 1855-----	7,763,092 00	-----
6. Value of merchandise entered for consumption from warehouse, during November, 1855-----	2,469,052 00	824,658 06
7. Value of merchandise entered for transportation to other ports, in November, 1855-----	470,939 00	139,871 03
8. Value of merchandise entered for exportation from warehouse, in November, 1855-----	1,109,999 00	306,805 29
9. Value of merchandise in warehouse at the close of the month of November, 1855-----	16,647,802 00	5,330,962 58
10. Value of merchandise in transitu at the close of the month of November, 1855-----	1,095,900 00	354,936 74

## No. 30—Continued.

DURING THE MONTH OF DECEMBER, 1855.

		Duty on same.
1. Value of merchandise in warehouse on the 1st of December, 1855.....	\$16,645,802 00	\$5,330,962 58
2. Value of merchandise received in warehouse from foreign ports, in December, 1855.....	4,940,642 00	1,654,884 90
3. Value of merchandise received in warehouse transported from other ports, in December, 1855.....	783,673 00	255,993 25
4. Value of dutiable merchandise entered for consumption from foreign ports, in December, 1855.....	15,574,528 00	3,611,966 03
5. Value of free merchandise entered for consumption from foreign ports, in December, 1855.....	3,825,585 00	-----
6. Value of merchandise entered for consumption from warehouse, during December, 1855.....	2,563,369 00	822,255 72
7. Value of merchandise entered for transportation to other ports, during December, 1855.....	375,770 00	141,176 68
8. Value of merchandise entered for exportation from warehouse, in December, 1855.....	645,577 00	158,493 98
9. Value of merchandise in warehouse at the close of the month of December, 1855.....	18,787,401 00	6,119,914 35
10. Value of merchandise in transitu at the close of the month of December, 1855.....	765,924 00	260,309 29

DURING THE MONTH OF JANUARY, 1856.

1. Value of merchandise in warehouse on the 1st day of January, 1856.....	\$18,787,401 00	\$6,119,914 35
3. Value of merchandise received in warehouse from foreign ports, during the month of January, 1856.....	2,718,004 00	817,801 12
3. Value of merchandise transported from other ports and received in warehouse during January, 1856.....	449,973 00	143,725 40
4. Value of dutiable merchandise entered for consumption from foreign ports, during January, 1856.....	16,536,830 00	3,964,055 39
5. Value of free merchandise entered for consumption from foreign ports, during January, 1856.....	3,075,222 00	-----
6. Value of merchandise entered for consumption from warehouse during the month of January, 1856.....	3,538,439 00	1,072,216 15
7. Value of merchandise entered for transportation to other ports, during the month of January, 1856.....	580,416 00	187,068 42
8. Value of merchandise entered for exportation from warehouse, during the month of January, 1856.....	594,796 00	157,748 01
9. Value of merchandise in warehouse at the close of the month of January, 1856.....	17,241,727 00	5,664,408 29
10. Value of merchandise in transitu at the close of the month of January, 1856.....	967,908 00	297,040 31

## No. 30—Continued.

DURING THE MONTH OF FEBRUARY, 1856.

		Duty on same.
1. Value of merchandise in warehouse on the 1st day of February, 1856.....	\$17, 241, 727 00	\$5, 664, 408 29
2. Value of merchandise received in warehouse from foreign ports, during the month of February, 1856.....	3, 526, 585 00	1, 099, 856 36
3. Value of merchandise transported from other ports and received in warehouse in February, 1856.....	442, 484 00	127, 185 52
4. Value of dutiable merchandise entered for consumption from foreign ports, during February, 1856.....	16, 568, 108 00	3, 685, 567 71
5. Value of free merchandise entered for consumption from foreign ports, during February, 1856.....	3, 854, 919 00	-----
6. Value of merchandise entered for consumption from warehouse, during the month of February, 1856.....	3, 578, 824 00	1, 066, 804 39
7. Value of merchandise entered for transportation to other ports, during February, 1856.....	515, 593 00	152, 308 07
8. Value of merchandise entered for exportation from warehouse during the month of February, 1856.....	614, 730 00	158, 606 75
9. Value of merchandise in warehouse at the close of the month of February, 1856.....	16, 501, 649 00	5, 513, 730 96
10. Value of merchandise in transitu at the close of the month of February, 1856.....	1, 122, 933 00	329, 882 44

DURING THE MONTH OF MARCH, 1856.

1. Value of merchandise, in warehouse, on the 1st day of March, 1856.....	\$16, 501, 649 00	\$5, 513, 730 96
2. Value of merchandise received from foreign ports, during March, 1856.....	4, 506, 828 00	1, 342, 639 62
3. Value of merchandise transported from other ports, and received in warehouse March, 1856.....	1, 225, 114 00	353, 109 99
4. Value of dutiable merchandise entered for consumption, from foreign ports, during March, 1856.....	23, 251, 189 00	5, 474 939 77
5. Value of free merchandise entered for consumption, from foreign ports, during March, 1856.....	5, 078, 878 00	-----
6. Value of merchandise entered for consumption, from warehouse, during March, 1856.....	3, 497, 373 00	1, 065, 315 43
7. Value of merchandise entered for transportation to other ports, during March, 1856.....	1, 095, 693 00	329, 064 88
8. Value of merchandise entered for exportation, from warehouse, during March, 1856.....	1, 293, 722 00	330, 871 65
9. Value of merchandise, in warehouse, at the close of the month of March, 1856.....	16, 346, 803 00	5, 484, 228 61
10. Value of merchandise, in transitu, at the close of the month of March, 1856.....	1, 074, 607 00	337, 057 48

## No. 30—Continued.

DURING THE MONTH OF APRIL, 1856.

		Duty on same.
1. Value of merchandise, in warehouse, on the 1st day of April, 1856.....	\$16,346,803 00	\$5,484,228 61
2. Value of merchandise received from foreign ports, during the month of April, 1856.....	6,983,027 00	2,150,810 96
3. Value of merchandise transported from other ports, and received in warehouse during the month of April, 1856.....	736,835 00	255,140 94
4. Value of dutiable merchandise entered for consumption, from foreign ports, during the month of April, 1856.....	21,076,044 00	4,942,687 87
5. Value of free merchandise entered for consumption, from foreign ports, during the month of April, 1856.....	4,991,399 00	-----
6. Value of merchandise entered for consumption, from warehouse, during the month of April, 1856.....	3,648,271 00	1,149,921 75
7. Value of merchandise entered for transportation to other ports, during the month of April, 1856.....	1,615,942 00	482,785 36
8. Value of merchandise entered for exportation, from warehouse, during the month of April, 1856.....	1,642,585 00	268,487 02
9. Value of merchandise, in warehouse, at the close of the month of April, 1856.....	17,159,867 00	5,988,896 38
10. Value of merchandise, in transitu, at the close of the month of April, 1856.....	1,279,002 00	384,654 72

DURING THE MONTH OF MAY, 1856.

1. Value of merchandise, in warehouse, on the 1st day of May, 1856.....	\$17,159,867 00	\$5,988,896 38
2. Value of merchandise received from foreign ports, during the month of May, 1856.....	6,578,116 00	2,088,019 09
3. Value of merchandise transported from other ports, and received in warehouse during May, 1856.....	1,840,552 00	484,309 81
4. Value of dutiable merchandise entered for consumption, from foreign ports, during the month of May, 1856.....	17,748,412 00	4,146,023 28
5. Value of free merchandise entered from foreign ports, for consumption, during the month of May, 1856.....	5,976,706 00	-----
6. Value of merchandise entered for consumption, from warehouse, during the month of May, 1856.....	3,296,107 00	1,117,601 65
7. Value of merchandise entered for transportation to other ports, during the month of May, 1856.....	2,078,505 00	634,395 13
8. Value of merchandise entered for exportation, from warehouse, during the month of May, 1856.....	1,133,028 00	266,509 40
9. Value of merchandise, in warehouse, at the close of the month of May, 1856.....	19,070,895 00	6,542,719 10
10. Value of merchandise, in transitu, at the close of the month of May, 1856.....	1,491,191 00	462,758 77



## No. 30—Continued.

DURING THE MONTH OF JUNE, 1856.

		Duty on same.
1. Value of merchandise, in warehouse, on the 1st day of June, 1856.....	\$19,071,753 00	\$6,543,577 10
2. Value of merchandise received from foreign ports, during the month of June, 1856.....	6,805,357 00	2,166,171 34
3. Value of merchandise transported from other ports, and received in warehouse during June, 1856.....	853,991 00	234,239 57
4. Value of dutiable merchandise entered for consumption, from foreign ports, during June, 1856.....	17,400,215 00	4,135,671 73
5. Value of free merchandise entered for consumption, from foreign ports, during June, 1856.....	5,224,033 00	-----
6. Value of merchandise entered for consumption, from warehouse, during the month of June, 1856.....	3,232,040 00	1,086,838 89
7. Value of merchandise entered for transportation to other ports, from warehouse, during June, 1856.....	1,215,309 00	366,386 83
8. Value of merchandise entered for exportation, from warehouse, during the month of June, 1856.....	890,629 00	217,279 74
9. Value of merchandise, in warehouse, at the close of the month of June, 1856.....	21,354,949 00	7,150,457 97
10. Value of merchandise, in transitu, at the close of the month of June, 1856.....	1,668,771 00	500,278 16

No. 31.—*Synopsis of the returns of the banks in the different States, at the dates annexed.*

State.	Date.	No. of banks and branches.	Capital.	Loans and discounts.	Stocks.	Real estate.	Other investm'ts.	Due by other b'ks.	Notes of other b'ks.	Specie funds.	Specie.	Circulat'n.	Deposites.	Due to other b'ks.	Other liabilities.
Maine.....	Oct., 1850	32	\$3,248,000	\$5,830,230	.....	\$111,905	.....	\$778,955	\$187,435	.....	\$475,589	\$2,654,208	\$1,223,671	\$48,006	\$38,285
	Jan., 1854	60	5,913,870	11,166,519	.....	116,842	.....	1,581,586	365,490	.....	1,132,610	5,317,750	2,446,470	136,879	99,203
	June, 1854	60	6,393,369	12,114,697	.....	193,011	.....	1,681,637	554,679	.....	1,163,522	4,633,906	3,816,104	161,592	164,625
	Dec., 1854	71	7,301,252	13,181,908	.....	112,694	.....	1,781,065	539,974	.....	1,025,208	5,691,815	2,914,601	172,628	19,559
	Dec., 1855	75	7,899,793	13,066,956	.....	113,789	.....	1,396,430	404,561	.....	753,085	5,077,248	2,011,028	118,975	104,173
New Hampshire.....	Dec., 1850	22	2,375,900	3,821,120	.....	43,670	.....	447,453	91,444	.....	129,399	1,897,111	566,634	.....	.....
	Dec., 1853	35	3,376,000	6,518,188	.....	54,153	.....	587,859	157,667	.....	180,239	3,021,579	868,357	.....	.....
	June, 1854	35	3,416,000	6,751,885	.....	53,719	.....	593,425	103,183	.....	182,319	3,031,596	880,071	.....	.....
	Sept., 1854	35	3,416,000	6,664,015	.....	53,596	.....	607,139	111,684	.....	172,502	2,999,762	977,252	.....	.....
	Dec., 1854	36	3,626,000	6,891,621	.....	52,343	.....	602,447	124,860	.....	176,434	3,079,548	775,410	.....	.....
	Dec., 1855	46	4,449,300	8,037,427	.....	56,519	.....	769,963	241,383	.....	236,411	3,589,482	958,474	.....	.....
Vermont.....	Aug., 1850	27	2,197,240	4,423,719	40,500	94,497	.....	1,001,789	127,637	\$2,376	127,325	2,856,027	546,703	32,984	.....
	Aug., 1853	33	2,914,040	6,840,932	117,125	104,768	\$16,324	1,301,033	185,999	.....	188,173	4,764,439	734,216	22,136	.....
	Aug., 1854	40	3,275,656	6,572,951	140,864	136,115	85,132	1,079,686	125,902	34,071	196,680	3,986,709	745,170	15,715	979
	July & August, 1855	42	3,603,460	6,710,928	151,875	123,237	49,428	1,150,362	54,556	32,845	201,548	3,704,341	801,039	4,788	7,647
Massachusetts.....	Sept., 1850	126	36,925,050	63,330,024	.....	988,235	.....	5,335,003	4,048,521	.....	2,993,178	17,005,826	11,176,827	6,548,929	442,084
	Sept., 1853	137	43,270,500	77,172,079	.....	1,090,463	.....	6,666,412	5,346,161	.....	3,563,782	21,172,369	15,067,204	8,608,238	474,051
	Aug., 1854	143	54,492,660	93,341,953	.....	1,186,509	.....	8,225,682	5,325,594	.....	3,828,402	24,803,758	18,783,281	6,930,098	563,313
	Aug., 1855	169	58,632,350	99,506,711	.....	1,281,601	.....	7,010,323	4,547,710	.....	4,409,402	23,116,024	21,478,717	5,947,835	494,542
Rhode Island.....	Sept., 1850	63	11,645,492	15,492,547	151,277	283,844	13,461	441,164	537,761	.....	297,661	2,553,865	1,488,596	650,560	133,773
	Sept., 1853	77	15,917,429	22,844,911	121,414	264,812	28,145	1,004,863	844,329	.....	359,699	4,885,529	2,238,856	1,062,615	362,729
	Sept., 1854	87	17,511,162	25,233,304	111,988	262,164	35,429	932,619	880,724	.....	312,606	5,035,073	2,732,367	1,046,658	329,425
	Sept., 1855	92	18,682,802	26,385,458	131,072	323,092	70,285	1,242,362	1,157,251	.....	365,767	5,404,104	2,914,596	1,192,449	357,539
Connecticut.....	April, 1850	43	9,907,503	15,607,315	.....	389,983	396,035	1,657,411	245,349	103,614	640,622	5,253,884	2,395,311	468,768	38,961
	April, 1853	55	13,164,594	24,601,165	644,962	384,800	713,414	1,890,685	436,538	902,204	1,145,857	10,224,441	3,542,935	716,770	829,581
	April, 1854	63	15,597,892	28,292,321	1,298,677	386,212	564,522	2,205,068	459,502	206,921	1,207,381	11,219,566	3,910,160	1,008,655	1,022,940
	April, 1855	68	17,147,385	23,704,458	1,391,218	375,612	673,037	2,272,606	341,754	281,290	810,101	6,871,102	3,433,081	945,844	482,975
New York.....	Sept., 1850	198	48,618,762	107,132,389	13,177,944	3,321,589	736,120	10,403,509	3,031,957	10,498,824	10,045,330	26,415,556	50,774,193	21,873,928	2,984,727
	Dec., 1853	313	79,018,980	153,118,468	21,453,585	5,272,690	151,528	11,529,339	3,488,890	18,175,670	14,149,769	32,573,189	75,554,481	20,227,967	5,848,627
	June, 1854	324	81,589,239	161,348,924	20,641,474	5,556,571	665,662	10,655,381	3,591,907	20,551,709	10,792,429	31,266,903	83,917,411	21,938,504	4,895,832
	Sept., 1854	329	83,773,288	163,216,392	20,820,653	5,178,831	767,642	12,475,292	3,665,954	16,453,329	13,661,565	31,507,780	84,970,840	21,081,456	4,731,884
	Sept., 1855	338	85,589,590	192,161,111	20,590,150	5,857,537	.....	12,666,517	2,958,038	18,096,545	10,910,330	31,340,003	88,852,395	26,045,439	3,615,502
New Jersey.....	Jan., 1851	26	3,754,900	7,158,977	.....	270,546	183,468	1,578,663	.....	.....	622,855	3,046,658	2,411,861	373,453	.....
	Jan., 1854	38	5,147,741	10,663,627	974,895	267,804	224,448	432,378	43,685	32,849	805,533	4,917,412	4,133,454	466,561	.....
	Jan., 1855	32	5,314,885	9,177,334	821,964	240,921	158,396	1,810,707	418,342	.....	826,432	3,552,585	3,290,462	483,875	.....
	Jan., 1856	35	5,682,292	10,999,919	780,697	265,298	71,587	1,639,249	502,949	.....	769,659	4,285,079	3,994,441	616,321	.....

State.	Date.	No. of banks & branches.	Capital.	Loans and discounts.	Stocks.	Real estate.	Other investments.	Due by other banks.	Notes of other banks.	Specie funds.	Specie.	Circulation.	Deposites.	Due to other banks.	Other liabilities.
Pennsylvania.	Nov., 1850	58	\$17,926,222	\$39,420,145	\$1,423,354	\$1,184,413	\$1,203,064	\$4,266,916	\$2,591,962	\$2,864,944	\$4,327,894	\$11,798,996	\$18,484,779	\$5,857,740	\$156,878
	Nov., 1853	66	19,783,864	48,656,884	1,141,649	1,007,848	652,756	5,875,738	3,804,410	3,879,120	4,381,656	17,420,848	22,747,991	4,640,970	86,647
	Nov., 1854	64	19,864,825	48,641,893	2,153,492	1,159,740	599,662	4,840,113	3,769,420	3,927,949	3,944,602	16,739,069	21,076,064	3,930,665	2,716,872
	Nov., 1855	71	22,026,596	52,549,199	2,714,282	1,128,674	678,018	5,647,642	4,460,678	155,876	6,788,650	16,888,199	25,840,814	4,955,485	96,792
Delaware.....	Jan., 1851	9	1,298,185	2,264,318	52,986	117,981	2,000	806,545	74,600	51,022	159,773	838,960	502,755	170,878	.....
	Jan., 1854	9	1,849,185	2,915,602	62,681	124,262	.....	852,286	81,511	177,298	183,867	1,286,938	880,947	107,075	.....
	Jan., 1855	10	1,398,175	3,043,141	87,466	124,356	29,140	402,179	39,051	267,215	90,149	1,880,991	859,010	127,510	.....
	Jan., 1856	11	1,498,185	2,906,258	44,086	187,524	8,814	887,079	39,880	156,055	180,051	1,192,204	852,164	125,808	8,000
Maryland ....	Jan., 1851	25	8,128,881	14,900,816	760,417	405,245	768	1,173,200	965,796	78,552	2,709,699	3,523,869	5,838,766	1,923,206	9,895
	Jan., 1854	25	9,558,409	18,358,441	825,839	821,007	28,256	1,681,036	158,827	1,595,092	3,405,090	4,918,881	8,621,052	2,848,791	71,645
	Jan., 1855	29	10,411,874	17,588,718	618,295	838,930	595,228	1,490,609	1,566,861	96,518	2,937,225	4,118,197	7,268,888	1,511,970	891,280
	Jan., 1856	31	11,202,606	20,616,005	644,600	818,896	698,890	1,649,166	1,482,744	82,961	3,898,101	5,297,983	8,370,845	1,924,756	989,108
Virginia .....	Oct., 1850	87	9,534,545	19,646,777	269,914	764,282	240,498	1,925,652	552,159	.....	2,928,174	10,256,997	4,717,732	808,941	.....
	Jan., 1854	55	12,796,466	24,918,789	2,259,812	756,551	26,259	2,710,180	1,271,458	199,848	8,721,042	14,998,792	6,518,027	635,127	5,495
	Jan., 1855	58	14,083,583	23,831,939	3,127,800	786,952	75,809	1,596,434	1,125,106	247,909	2,728,482	10,884,963	5,615,666	815,880	51,546
	Jan., 1856	57	18,600,188	25,819,948	2,647,866	807,951	114,433	2,186,725	999,764	25,999	3,151,109	13,014,926	6,204,840	663,995	36,602
North Carolina	Nov., 1850	18	3,789,250	6,056,726	150,000	127,806	18,785	1,074,794	488,947	.....	1,645,028	4,249,888	942,093	60,682	4,825
	Dec., 1853	25	4,818,565	10,866,247	64,175	187,154	.....	1,842,569	643,821	73,324	1,857,048	7,820,667	1,808,587	186,998	51,018
	Nov., 1854	26	5,205,073	11,463,527	123,275	145,038	12,769	672,991	409,764	89,238	1,291,436	6,667,762	1,180,829	112,047	16,907
	Nov. & Dec., 1855	28	6,081,945	11,553,430	123,985	171,037	4,067	785,852	378,690	.....	1,860,995	5,750,092	1,101,113	234,832	10,710
South Carolina	Jan., 1851	14	13,213,031	23,812,330	963,611	383,429	266,205	5,020,998	810,895	806,909	2,218,223	11,771,270	3,665,638	3,035,898	23,260
	March, 1854	18	16,078,580	24,865,690	2,775,059	419,370	1,369,682	1,611,709	645,689	.....	1,621,973	9,715,753	3,752,260	1,878,291	159,193
	June, 1854	19	16,595,196	24,873,688	1,657,930	472,488	977,607	1,620,879	553,578	.....	1,559,284	8,004,091	3,375,707	1,623,130	143,267
	Sept., 1854	19	16,608,253	23,149,098	1,670,305	510,565	971,049	1,198,421	441,864	.....	1,283,254	6,739,623	2,871,085	1,197,949	58,936
	Sept., 1855	20	17,616,000	22,288,900	8,458,011	600,880	951,832	1,057,476	424,135	.....	1,228,221	6,504,679	2,063,188	1,100,299	46,532
Georgia .....	Dec., 1850	21	13,482,198	11,421,626	1,574,349	7,195,063	2,377,715	8,117,466	585,593	141,800	2,112,146	9,898,827	2,580,826	433,422	1,452,121
	Dec., 1853	13	12,957,600	13,567,469	2,193,543	8,176,932	712,954	1,735,422	608,957	247,552	1,576,813	9,518,777	2,523,227	722,035	1,059,985
	July, 1854, & Jan., 1855.	21	13,418,100	11,648,559	2,381,661	8,308,920	428,180	1,094,368	633,744	43,611	1,451,830	6,698,869	2,034,455	462,091	1,199,809
	Aug., 1855, & Mar., 1856.	24	11,508,717	16,758,408	1,871,234	4,853,508	185,298	1,285,624	846,675	518,697	1,955,966	10,092,809	2,525,256	1,384,098	628,918
Alabama . ...	Jan., 1851	2	1,800,580	4,670,458	70,861	125,697	81,000	960,834	68,865	.....	1,998,820	3,568,235	1,474,963	196,911	660,732
	Jan., 1854	3	2,100,000	5,865,142	471,156	65,321	81,500	882,084	111,296	.....	1,125,954	3,171,487	1,671,448	663,164	.....
	Jan., 1855	4	2,296,400	4,897,298	763,650	68,588	.....	271,801	57,061	45,647	1,125,490	2,882,176	1,278,022	181,558	15,000
	Jan., 1856	4	2,297,800	5,117,427	718,026	80,648	.....	1,421,445	561,482	.....	1,274,944	3,467,242	2,837,556	481,239	10,000

Louisiana ....	Jan., 1851	25	12,870,390	19,369,108	.....	2,255,169	2,042,149	2,225,896	.....	1,200,000	5,716,001	5,059,229	8,464,389	1,384,232	.....
	Jan., 1854	1	17,859,261	29,320,582	548,000	1,954,164	2,168,035	2,416,520	.....	.....	7,483,460	6,909,507	11,743,152	2,002,636	2,543,859
	Jan., 1855	19	20,179,107	27,142,907	4,187,180	2,317,422	1,985,878	3,154,497	.....	.....	6,570,568	6,586,001	11,688,296	1,154,535	2,232,978
	Dec., 1855	19	19,027,728	27,500,348	2,591,400	2,341,335	2,283,412	6,099,850	.....	.....	8,191,625	7,222,614	14,147,470	1,687,532	2,301,747
Mississippi ....	April, 1851	1	118,460	112,275	.....	8,400	.....	302,641	.....	.....	.....	161,890	4,500	142,890	.....
	Jan., 1854	1	240,165	362,585	.....	9,970	4,742	84,049	13,809	.....	6,6	234,745	38,893	.....	.....
	Jan., 1855	1	240,165	352,739	5,914	11,994	50,000	60,710	8,459	.....	8,03	221,700	42,738	.....	.....
	Jan., 1856	1	240,165	488,411	4,894	12,613	.....	81,152	7,740	.....	7,744	324,080	35,606	.....	.....
Tennessee ....	Jan., 1851	23	6,881,568	10,992,139	482,902	662,520	.....	1,559,418	729,186	.....	1,456,778	6,814,376	1,917,757	61,638	10,000
	Oct., 1853	28	6,599,872	11,846,879	583,042	516,980	67,322	1,443,721	451,896	126,880	1,982,790	6,821,586	2,200,920	108,470	477,425
	Jan., 1855	32	6,717,848	11,755,729	871,076	486,455	106,895	1,057,140	491,800	68,209	1,473,040	5,850,562	2,413,418	211,681	85,501
	Jan., 1856	45	8,598,693	14,880,609	1,466,456	541,711	143,696	2,617,686	599,956	16,087	2,231,418	8,613,545	2,740,101	467,070	664,910
Kentucky ....	Jan., 1851	26	7,536,927	12,536,305	694,962	419,070	440,127	2,451,155	550,879	.....	2,794,851	7,643,075	2,322,637	1,256,589	100,807
	Jan., 1854	35	10,869,664	21,398,396	802,124	416,192	307,868	3,284,405	1,115,780	543,978	4,596,249	13,573,510	8,102,159	2,809,831	.....
	Jan., 1855	34	10,869,717	17,307,567	743,088	416,920	216,505	8,319,718	686,870	.....	4,152,988	8,628,946	8,011,719	2,577,824	296,605
	Jan., 1856	33	10,454,572	21,182,519	678,839	488,504	595,780	3,731,468	965,878	.....	4,611,766	12,684,538	8,608,757	2,555,953	582,000
Missouri .....	Jan., 1851	6	1,209,181	3,533,463	.....	128,928	273,317	66,028	87,510	.....	1,198,263	2,522,500	1,098,981	76,290	.....
	Jan., 1854	6	1,215,405	3,958,055	.....	116,151	121,872	152,781	282,590	.....	987,835	2,487,680	1,318,744	228,945	.....
	Nov., 1854	6	1,215,398	3,441,643	.....	111,185	.....	49,960	.....	.....	975,491	1,460,650	1,247,651	234,776	.....
	Dec., 1855	6	1,215,405	4,898,029	.....	104,622	.....	28,381	83,870	.....	1,835,050	2,805,660	1,381,126	172,425	.....
Illinois .....	Jan., 1851	.....	None.	None.	None.	None.	None.	None.	None.	None.	None.	None.	None.	None.	.....
	April, 1853	23	1,702,456	556,404	1,780,617	18,202	.....	880,541	233,576	.....	419,531	1,351,788	522,476	815,441	14,116
	April, 1854	29	2,518,790	316,841	2,671,903	31,158	1,368,203	878,619	835,339	63,892	565,152	2,288,526	1,286,102	.....	294,084
	Jan., 1856	36	3,840,946	337,675	3,777,676	79,940	1,108,148	2,354,571	517,066	37,165	759,474	3,420,935	1,267,234	.....	241,903
Indiana .....	Nov., 1850	14	2,082,950	4,395,099	.....	364,233	108,485	845,062	224,842	.....	1,197,880	3,422,445	630,325	112,175	.....
	Dec., 1853	44	5,554,552	7,247,366	3,257,064	289,673	127,238	1,985,114	715,305	198,860	1,820,760	7,116,827	1,764,747	445,359	100,622
	July & Oct., 1854 .....	59	7,281,924	9,305,651	6,143,337	249,293	.....	3,087,827	911,000	173,578	1,394,857	8,165,356	2,289,605	803,849	.....
	Oct., 1855, & Jan., 1856.	46	4,045,325	6,996,992	1,705,070	231,929	182,946	1,274,992	598,262	369,600	1,599,014	4,516,422	1,957,097	879,804	161,175
Ohio .....	Nov., 1850	57	8,718,866	17,059,593	2,200,891	451,593	460,692	3,373,272	1,195,655	98,460	2,750,537	1,059,700	5,310,555	1,305,889	343,856
	Feb., 1854	63	8,013,154	17,380,255	2,308,837	892,909	743,401	3,594,970	1,493,342	171,855	2,319,064	9,539,008	7,623,610	1,866,172	249,837
	Aug., 1854	64	7,382,590	14,649,287	2,537,678	236,739	746,770	3,433,257	1,110,439	136,359	1,549,260	8,168,637	6,287,059	1,507,281	287,851
	Nov., 1854	66	7,166,531	13,573,339	2,466,247	293,222	1,006,535	2,751,312	905,555	153,310	1,690,105	8,074,132	5,450,566	949,727	411,652
Michigan .....	Feb., 1856	65	6,491,421	14,921,998	2,476,751	350,708	1,195,047	3,117,178	1,632,969	106,569	2,096,809	9,080,589	7,101,323	1,712,400	296,202
	Jan., 1851	6	764,622	1,319,305	420,521	221,626	65,038	404,691	109,096	195	125,722	897,364	416,147	42,589	188,930
	Jan., 1854	7	1,084,718	2,199,068	637,725	144,998	95,170	742,843	168,941	4,282	357,672	1,270,939	1,073,606	32,496	438,488
	Jan., 1855	6	980,416	1,900,942	555,431	146,035	15,345	392,550	118,734	6,162	143,123	500,942	1,170,974	95,597	187,522
Wisconsin ....	Dec., 1855	4	730,438	1,988,087	517,945	124,436	21,347	402,520	97,265	6,433	152,080	573,840	1,366,958	53,425	123,216
	Jan., 1851	.....	None.	None.	None.	None.	None.	None.	None.	None.	None.	None.	None.	None.	.....
	Jan., 1854	10	600,000	1,163,066	578,721	8,461	.....	395,946	151,154	20,136	182,482	485,191	654,423	.....	710,954
	July, 1854	19	1,250,000	1,897,555	974,308	800	233	263,308	233,634	95,459	240,909	786,216	1,211,111	.....	535,188
Jan., 1855	23	1,400,000	1,861,043	1,044,021	24,320	3,731	306,962	341,174	103,184	334,853	740,764	1,432,053	.....	456,789	.....
	Jan., 1856	32	1,870,600	3,906,079	1,300,068	94,261	1,301	243,161	603,848	57,213	531,713	1,060,165	2,806,841	.....	1,073,874

*Comparative view of the condition of the banks in different sections of the Union in 1853-'54, 1854-'55, and 1855-'56.*

Sections.	Banks and branches.			Capital paid in.			Loans and discounts.		
	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.
Eastern States.....	897	440	492	\$84,558,483	\$101,804,621	\$110,415,090	\$149,148,789	\$178,513,958	\$177,411,938
Middle States.....	451	464	486	114,884,179	120,758,047	125,994,289	283,712,982	241,671,978	279,282,487
Southern States.....	116	124	129	46,646,211	49,255,264	48,657,450	78,218,195	89,598,128	75,876,681
Southwestern States.....	92	96	106	88,884,368	41,016,695	41,829,368	72,751,629	64,897,883	78,512,848
Western States.....	152	188	188	16,954,580	19,842,721	16,978,180	28,576,184	26,962,816	28,150,881
	1,206	1,807	1,898	801,376,071	882,177,288	843,874,272	557,397,779	576,144,758	684,188,280

*Comparative view of the condition of the banks in different sections of the Union—Continued.*

Sections.	Stocks.			Real estate.			Other investments.			Due by other banks.		
	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.
Eastern States.....	\$880,501	\$1,560,879	\$1,674,165	\$2,015,888	\$2,186,087	\$2,278,850	\$757,888	\$685,063	\$792,750	\$18,082,448	\$14,898,567	\$18,842,046
Middle States.....	24,458,149	24,451,870	24,753,785	6,998,806	7,087,778	7,707,859	1,056,988	2,150,063	1,452,809	19,870,777	21,018,905	21,939,653
Southern States.....	7,292,894	7,252,541	7,925,598	9,490,007	9,751,479	6,438,401	2,108,791	1,082,257	1,905,630	7,899,880	4,562,214	5,815,677
Southwestern States.....	2,653,822	6,573,858	5,454,164	8,078,773	4,899,474	3,569,493	2,695,859	2,418,273	2,912,888	7,743,566	7,913,766	18,979,927
Western States.....	9,062,464	12,880,439	9,677,625	789,243	749,088	881,824	970,809	2,398,864	2,458,939	7,469,414	7,417,298	7,512,423
	44,850,830	52,727,082	49,485,215	22,867,472	24,073,801	20,865,867	7,589,880	8,734,540	8,822,516	55,516,085	55,788,735	62,689,725

## Comparative view of the condition of the banks in different sections of the Union—Continued.

Sections.	Notes of other banks.			Specie funds.			Specie.		
	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'54.	1855-'56.
Eastern States .....	\$7,386,184	\$7,456,556	\$6,907,215	\$202,204	\$240,992	\$314,065	\$6,570,860	\$6,746,711	\$6,796,814
Middle States .....	7,586,523	9,459,951	9,444,334	23,860,024	20,745,011	18,490,987	22,845,551	21,509,993	22,009,791
Southern States .....	8,164,870	2,610,473	2,649,264	521,024	380,758	589,696	8,776,876	6,755,082	7,696,291
Southwestern States .....	1,974,871	1,240,631	2,428,926	670,863	118,556	16,037	16,117,957	14,805,640	17,672,677
Western States .....	2,647,818	2,661,852	8,449,410	325,133	505,121	576,975	5,099,509	4,627,120	5,189,090
	22,659,066	23,429,518	24,779,049	25,579,253	21,935,788	12,937,710	59,410,253	53,944,546	59,814,063

## Comparative view of the condition of the banks in different sections of the Union—Continued.

Sections.	Circulation.			Deposites.			Due to other banks.			Other liabilities.		
	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.	1853-'54.	1854-'55.	1855-'56.
Eastern States ... ..	\$49,896,107	\$53,816,469	\$47,762,301	\$24,898,083	\$29,900,989	\$31,596,925	\$10,546,693	\$9,178,754	\$8,209,891	\$1,765,563	\$1,957,913	\$1,440,876
Middle States .....	61,116,263	57,298,622	58,998,468	116,917,925	117,466,664	127,410,259	27,811,964	27,185,476	88,667,904	5,956,919	8,339,996	4,653,402
Southern States .....	40,854,139	80,941,217	85,362,506	14,697,101	11,651,545	12,898,897	3,422,466	2,587,917	8,333,224	1,805,636	1,321,693	717,762
Southwestern States .....	32,253,965	25,180,695	34,972,674	20,064,818	19,702,844	26,800,616	5,532,246	4,410,877	5,364,268	2,597,101	2,630,079	3,503,657
Western States .....	20,063,733	19,765,220	18,652,001	11,710,862	11,679,300	14,498,955	2,709,468	1,849,173	2,145,269	1,514,067	1,849,947	1,902,170
	204,639,207	186,952,223	195,747,950	188,188,744	190,400,342	212,705,662	50,822,162	45,156,697	52,719,956	18,489,276	15,599,623	12,227,867

*Eastern States.*—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut.

*Middle States.*—New York, New Jersey, Pennsylvania, Delaware, Maryland.

*Southern States.*—Virginia, North Carolina, South Carolina, Georgia.

*Southwestern States.*—Alabama, Louisiana, Mississippi, Tennessee, Kentucky, Missouri.

*Western States.*—Illinois, Indiana, Ohio, Michigan, Wisconsin.

In the State of Texas there is one bank (at Galveston,) doing, as is understood, a limited business. It has not sent any statement of its condition to the Treasury Department.

There are no incorporated banks in the States of California, Florida, Arkansas, or Iowa, or in the Territories of Washington, Oregon, New Mexico, Minnesota, Utah, or Kansas. In Nebraska, the legislative assembly recently "passed," the governor of that Territory says, "some five charters, conferring on private companies the privilege of banking under certain restrictions." None of these companies have yet organized themselves as banking institutions.

*A general statement of the condition of the banks*

States.	Number of banks.	Number of branches.	Date.	Capital.	Loans and discounts.	Stocks.	Real estate.
Maine.....	75	.....	Dec. —, 1855	\$7,899,793	\$13,066,956	.....	\$113,789
New Hampshire.....	46	.....	Dec. —, 1855	4,449,300	8,037,427	.....	56,519
Vermont.....	42	.....	July & August, 1855.....	3,603,460	6,710,928	\$151,875	123,237
Massachusetts.....	169	.....	Aug. 25, 1855	58,632,350	99,506,711	.....	1,281,601
Rhode Island.....	92	.....	Sept. 8, 1855	18,682,802	26,385,458	131,072	323,092
Connecticut.....	67	1	April 1, 1855	17,147,385	23,704,458	1,391,218	375,612
New York.....	338	.....	Sept. 29, 1855	85,589,590	192,161,111	20,590,150	5,857,537
New Jersey.....	35	.....	Jan. 1, 1856	5,682,262	10,999,919	760,697	265,228
Pennsylvania.....	71	.....	Nov. —, 1855	22,026,596	52,549,199	2,714,232	1,128,674
Delaware.....	8	3	Jan. —, 1856	1,493,185	2,906,253	44,086	137,524
Maryland.....	31	.....	Jan. —, 1856	11,202,606	20,616,005	644,600	318,896
Virginia.....	19	38	Jan. 1, 1856	13,600,188	25,319,948	2,647,366	807,981
North Carolina.....	12	16	Nov. and Dec., 1855.....	6,031,945	11,558,430	123,985	171,037
South Carolina.....	18	2	Sept. 30, 1855	17,516,600	22,238,900	3,483,011	600,880
Georgia.....	18	6	Aug., 1855, and Mar., 1856...	11,508,717	16,758,403	1,671,234	4,853,503
Alabama.....	4	.....	Jan. —, 1856	2,297,800	5,117,427	713,026	80,648
Louisiana.....	9	10	Dec. 29, 1855	19,027,728	27,500,348	2,591,400	2,341,335
Mississippi.....	1	.....	Jan. 5, 1856	240,165	488,411	4,894	12,613
Tennessee.....	22	23	Jan. —, 1856	8,593,693	14,880,609	1,466,455	541,711
Kentucky.....	7	26	Jan. —, 1856	10,454,572	21,132,519	678,389	488,504
Missouri.....	1	5	Dec. 31, 1855	1,215,405	4,393,029	.....	104,622
Illinois.....	36	.....	Jan. 7, 1856	3,840,946	337,675	3,777,676	79,940
Indiana.....	33	13	Oct., 1855, and Jan., 1856...	4,045,325	6,996,992	1,705,070	231,929
Ohio.....	65	.....	Feb. —, 1856	6,491,421	14,921,998	2,476,751	350,708
Michigan.....	4	.....	Dec. 24 and 36, 1855.....	730,438	1,988,087	517,945	124,486
Wisconsin.....	32	.....	Jan. 7, 1856	1,870,000	3,906,079	1,200,083	94,261
Total.....	1,255	143	.....	343,874,272	634,183,280	49,485,215	20,865,867

The above table is believed to embrace all the banks in operation in the different States at the dates annexed except the Trans-Alleghany Bank, in the State of Virginia, which seems to be still in existence, and which returned a capital in 1854 of \$400,000; the bank at Galveston, Texas, yet in operation, with a capital of \$100,000; and some eight or ten banks in Georgia and Tennessee, from which no returns could be obtained.

In the bank report for last year the Central Railroad and Banking Company, Georgia, appears as owner of \$3,524,427 of real estate. No return has been received from that bank for the year 1855, which will account for the apparent reduction of the real estate in the table. That bank returned also a capital of \$3,500,000.



33.

according to returns dated nearest to January 1, 1856.

Other investments.	Due by other banks.	Notes of other banks.	Specie funds.	Specie.	Circulation.	Deposites.	Due to other banks.	Other liabilities.
.....	\$1,396,430 769,963	\$464,561 241,383	.....	\$753,085 236,411	\$5,077,248 3,589,482	\$2,011,028 958,474	\$118,975 .....	\$104,173 .....
\$49,428	1,150,362	54,556	\$32,845	201,548	3,704,341	801,039	4,788	7,647
.....	7,010,323	4,547,710	.....	4,409,402	23,116,024	21,478,717	5,947,835	494,542
70,285	1,242,362	1,157,251	.....	385,767	5,404,104	2,914,596	1,192,449	351,539
673,037	2,272,606	341,754	.....	810,101	6,871,102	3,433,081	945,844	482,975
.....	12,666,517	2,958,038	18,096,545	10,910,330	31,340,063	88,852,395	26,045,439	3,615,502
71,587	1,639,249	502,949	.....	782,659	4,285,079	3,994,541	616,321	.....
678,018	5,847,642	4,460,683	.....	6,738,650	16,883,199	25,340,814	4,955,485	96,792
3,814	387,079	39,830	.....	180,051	1,192,204	852,164	125,303	8,000
698,890	1,649,166	1,482,744	.....	3,398,101	5,297,983	8,370,345	1,924,756	938,108
114,433	2,186,725	999,764	.....	3,151,109	13,014,926	6,204,340	663,995	36,602
.....	785,852	378,690	.....	1,360,995	5,750,092	1,101,113	234,832	10,710
951,832	1,057,476	424,135	.....	1,228,231	6,504,679	3,068,188	1,100,299	46,532
135,298	1,285,624	846,675	513,697	1,955,966	10,092,809	2,525,256	1,334,098	623,918
.....	1,421,445	561,482	.....	1,274,944	3,467,242	2,837,556	481,269	10,000
2,233,412	6,099,850	.....	.....	8,191,625	7,222,614	14,747,470	1,687,531	2,301,747
.....	81,152	7,740	.....	7,774	324,080	35,606	.....	.....
143,696	2,617,686	859,956	16,037	2,231,418	8,518,545	3,740,101	467,070	664,910
535,730	3,731,463	965,878	.....	4,611,766	12,634,533	3,608,757	2,555,653	532,000
.....	28,331	33,270	.....	1,355,050	2,805,660	1,331,126	172,425	.....
1,108,148	2,354,571	517,066	37,165	759,474	3,420,985	1,267,234	.....	241,903
132,946	1,274,992	598,262	369,600	1,599,014	4,516,422	1,957,097	379,804	161,975
1,195,047	3,117,178	1,632,969	106,559	2,096,809	9,080,589	7,101,325	1,712,040	296,202
.....	402,520	97,265	6,433	152,080	573,840	1,366,958	53,425	128,216
21,347	363,161	603,848	57,218	531,713	1,060,165	2,806,341	.....	1,073,874
1,501	.....	.....	.....	.....	.....	.....	.....	.....
8,822,516	62,639,725	24,779,049	19,937,710	59,314,063	195,747,950	212,705,662	52,719,956	12,227,867

Since the bank returns were received from New Hampshire two new chartered banks have gone into operation in that State—the Pennichuck Bank at Nashua, with a capital of \$100,000, and the Sonhegan Bank at Milford, with a capital of \$100,000.

Since the bank returns of the banks in New York included in this report, and dated September, 1855, were received, some twenty new banks have been organized in that State. New banks have been organized in other States also during the present year, but nothing is known at the Treasury Department with respect to their amount of capital or their condition.

No. 34.—*Comparative view of the condition of the banks of the United States, according to returns nearest to January 1, 1837, 1843, 1851, 1854, 1855, and 1856.*

	1837.	1843.	1851.	1854.	1855.	1856.
Number of banks.....	634	577	791	1,059	1,163	1,255
Number of branches.....	154	114	148	149	144	143
Number of banks and branches.....	788	691	879	1,208	1,307	1,398
Capital paid in.....	\$290,772,091	\$228,861,948	\$227,807,553	\$301,367,071	\$332,177,288	\$343,874,272
Resources:						
Loans and discounts.....	525,115,702	254,544,937	413,756,799	557,397,779	576,144,758	634,183,280
Stocks.....	12,407,112	28,380,050	22,388,989	44,350,330	52,727,082	49,485,215
Real estate.....	19,064,451	22,826,807	20,219,724	22,367,472	24,073,801	20,865,867
Other investments.....	10,423,630	13,343,599	8,935,972	7,589,830	8,734,540	8,822,516
Due by other banks.....	59,663,910	20,666,264	50,718,015	55,516,085	55,738,735	62,639,725
Notes of other banks.....	36,533,527	13,306,617	17,196,083	22,659,066	23,429,518	24,779,049
Specie funds.....	5,366,500	6,578,375	15,341,196	25,579,253	21,935,738	19,937,710
Specie.....	37,915,340	33,515,806	48,671,048	59,410,253	53,944,546	59,314,063
Liabilities:						
Circulation.....	149,185,890	58,563,608	155,165,251	204,689,207	186,952,223	195,747,950
Deposites.....	127,397,185	56,168,628	128,957,712	188,188,744	190,400,342	212,705,662
Due to other banks.....	62,421,118	21,456,523	46,416,928	50,322,162	45,156,697	52,719,956
Other liabilities.....	36,560,289	7,357,033	6,438,327	13,439,276	15,599,623	12,227,867
Aggregate of immediate liabilities, <i>i. e.</i> , of circulation, deposits, and dues to other banks.....	339,004,193	136,188,754	350,539,891	443,200,113	422,509,262	461,173,568
Aggregate of immediate means, <i>i. e.</i> , of specie, specie funds, notes of other banks, and sums due from other banks....	139,479,277	74,067,062	131,926,342	163,164,657	155,048,537	166,670,547
Gold and silver in United States treasury depositories.....	-----	-----	11,164,727	25,136,252	27,188,889	22,706,431
Total specie in banks and treasury depositories.....	-----	-----	59,835,775	84,546,505	81,133,435	82,020,494

NOTES.—In January, 1837, the inflation of paper credits, consequent on the deposit bank system and other causes, had nearly reached its height. The revulsion that followed was most severely felt in the latter part of 1842 and the beginning of 1843.

In 1848 the first deposits of California gold were made at the United States mint.

## No. 35.

*Statement of the amount of capital employed by bankers banking without charters, and by money and exchange brokers, in the different States.*

State.	Place.	Date.	Amount of capital.
Massachusetts.....	Boston .....	Jan. 9, 1856	\$20,000,000
	Worcester .....	Dec. 12, 1856	50,000
	Northampton .....	Dec. 10, 1856	6,000
	Bridgewater .....	Feb. 14, 1856	10,000
			20,066,000
Connecticut .....	Norwich .....	Dec. 12, 1855	25,000
New York.....	New York.....	Jan. 9, 1856	41,500,000
	Niagara Falls .....	Dec. 18, 1855	20,000
	Cape Vincent .....	Dec. 11, 1855	20,000
	Rochester .....	Dec. 11, 1855	305,000
	Oswego .....	Dec. 8, 1855	158,000
	Dansville.....	Dec. 13, 1855	100,000
	Palmyra .....	Dec. 13, 1855	100,000
	Plattsburg .....	Dec. 13, 1855	25,000
	Dunkirk .....	Dec. 13, 1855	21,000
	Clinton .....	Feb. 15, 1856	10,000
	Corning .....	Feb. 21, 1856	65,000
	Canandaigua.....	Dec. 10, 1855	40,000
	Buffalo.....	Mar. 24, 1856	700,000
			43,064,000
New Jersey.....	Newark .....	Dec. 15, 1855	45,000
	Bordentown .....	Feb. 12, 1856	5,000
			50,000
Pennsylvania .....	Philadelphia.....	Mar. 11, 1856	25,000,000
	Uniontown .....	Dec. 18, 1855	10,000
	Pottsville .....	Dec. 13, 1855	400,000
	Allegheny .....	Dec. 14, 1855	50,000
	Carlisle .....	Dec. 14, 1855	50,000
	Wilksbarre .....	Dec. 14, 1855	115,000
	Pittsburg .....	Dec. 12, 1855	4,800,000
	Meadville .....	Dec. 13, 1855	75,000
	West Chester .....	Jan. 25, 1856	100,000
	Hollidaysburg .....	Feb. 15, 1856	105,000
	Lewistown .....	Feb. 12, 1856	70,000
	Mauch Chunk .....	Feb. 9, 1856	50,000
	Washington .....	Feb. 8, 1856	35,000
	Tamaqua .....	Feb. 11, 1856	10,000
	Erie .....	Mar. 10, 1856	470,000
			31,340,000
Delaware.....	Wilmington .....	Dec. 24, 1855	3,000

## No. 35—Continued.

State.	Place.	Date.	Amount of capital.
Maryland—Continued.....	Annapolis .....	Dec. 8, 1855	\$25,000
	Baltimore .....	Dec. 13, 1855	5,600,000
	Frederick .....	Dec. 9, 1855	40,000
			5,665,000
Virginia.....	Petersburg .....	Dec. 24, 1855	55,000
	Alexandria .....	Dec. 8, 1855	340,000
	Fredericksburg.....	Dec. 12, 1855	21,000
	Norfolk .....	Dec. 11, 1855	90,000
	Richmond .....	Dec. 17, 1855	200,000
	Portsmouth .....	Dec. 9, 1855	20,000
	Lynchburg .....	Dec. 25, 1855	100,000
			826,000
South Carolina.....	Charleston .....	Dec. 13, 1855	100,000
Georgia .....	Atlanta .....	Dec. 27, 1855	25,000
	Macon .....	Dec. 31, 1855	30,000
			55,000
Alabama .....	Mobile .....	Dec. 20, 1855	195,000
	Montgomery.....	Dec. 17, 1855	510,000
	Talladega .....	Dec. 31, 1855	25,000
	Huntsville .....	Feb. 18, 1856	250,000
			980,000
Florida .....	Apalachicola.....	Dec. 24, 1855	250,000
Louisiana .....	New Orleans.....	Jan. 16, 1856	1,125,000
	Shreveport .....	Dec. 26, 1855	40,000
			1,165,000
Texas.....	Austin .....	Dec. 23, 1855	25,000
Mississippi.....	Aberdeen .....	Dec. —, 1855	200,000
	Natchez .....	Dec. 17, 1855	200,000
	Yazoo City .....	Dec. 18, 1855	100,000
	Port Gibson .....	Dec. 21, 1855	100,000
	Vicksburg .....	Feb. 19, 1856	380,000
	Lexington .....	Feb. —, 1856	30,000
			1,010,000
Arkansas .....	Little Rock.....	Jan. 10, 1856	30,000

## No. 35—Continued.

State.	Place.	Date.	Amount of capital.
Tennessee .....	Winchester .....	Dec. 14, 1855	20,000
Kentucky .....	Bowling Green .....	Dec. 17, 1855	16,000
	Lexington .....	Dec. 14, 1855	355,000
	Louisville .....	Dec. —, 1855	280,500
	Maysville .....	Dec. 24, 1855	60,000
	Paducah .....	Dec. 28, 1855	100,000
			811,500
Missouri .....	Aannibal .....	Dec. 19, 1855	35,000
	Palmyra .....	Dec. 12, 1855	100,000
	St. Louis .....	Dec. 27, 1855	250,000
	Boonville .....	Feb. 12, 1856	500,000
	Glasgow .....	Feb. 21, 1856	25,000
			910,000
Illinois .....	Galena .....	Dec. 22, 1855	550,000
	Peoria .....	Dec. 18, 1855	550,000
	Elgin .....	Dec. 22, 1855	10,000
	Aurora .....	Dec. 20, 1855	50,000
	La Salle .....	Dec. 20, 1855	20,000
	Henry .....	Dec. 19, 1855	15,000
	Peru .....	Dec. 20, 1855	48,000
	Springfield .....	Dec. 19, 1855	300,000
	Chicago .....	Dec. 17, 1855	273,100
	Waukegan .....	Dec. 24, 1855	10,000
	Quincy .....	Dec. 22, 1855	130,000
	Decatur .....	Feb. —, 1856	45,000
	Ottawa .....	Feb. 15, 1856	200,000
	Bloomington .....	Feb. 11, 1856	50,000
	Freeport .....	Dec. 31, 1855	70,000
	Princeton .....	Feb. 22, 1856	10,000
	Belvidere .....	Jan. —, 1856	110,000
	Jacksonville .....	Mar. 7, 1856	5,000
			2,446,100
Indiana .....	Terre Haute .....	Dec. 22, 1855	120,000
	Lafayette .....	Dec. —, 1855	266,000
	New Albany .....	Dec. 13, 1855	20,000
	Evansville .....	Dec. 15, 1855	5,642
	Indianapolis .....	Dec. 14, 1855	150,000
	Shelbyville .....	Jan. 25, 1856	50,000
	Richmond .....	Feb. 21, 1856	125,000
	South Bend .....	Feb. —, 1856	10,000
			746,642
Ohio .....	Marietta .....	Dec. 21, 1855	35,000
	Bucyrus .....	Dec. 15, 1855	30,000
	Sandusky .....	Dec. 15, 1855	60,000

## No. 35—Continued.

State.	Place.	Date.	Amount of capital.
Ohio.....	Portsmouth.....	Dec. 28, 1855	170,000
	Toledo.....	Dec. 17, 1855	240,000
	Circleville.....	Dec. 17, 1855	110,000
	Columbus.....	Dec. 19, 1855	265,000
	Xenia.....	Dec. 14, 1855	43,000
	Urbana.....	Dec. 14, 1855	50,000
	Akron.....	Dec. 15, 1855	50,000
	Springfield.....	Dec. —, 1855	86,000
	Zanesville.....	Dec. 21, 1855	100,000
	Dayton.....	Dec. 20, 1855	500,000
	Massillon.....	Dec. 20, 1855	10,000
	Warren.....	Dec. 19, 1855	10,000
	Cleveland.....	Dec. 27, 1855	351,000
	Tiffin.....	Dec. 29, 1855	28,500
	Mount Vernon.....	Jan. 5, 1856	70,000
	Ravenna.....	Dec. —, 1855	25,000
	Cincinnati.....	Feb. 14, 1856	2,225,000
	Chillicothe.....	Feb. 16, 1856	120,000
	Athens.....	Feb. 15, 1856	5,000
	Lebanon.....	Feb. 21, 1856	10,000
	Fremont.....	Feb. 14, 1856	80,000
	Salem.....	Feb. 14, 1856	20,000
	Ironton.....	Mar. —, 1856	30,000
	Lancaster.....	Dec. 26, 1855	95,000
			4,718,500
Michigan.....	Ypsilanti.....	Dec. 21, 1855	60,000
	Battle Creek.....	Dec. 15, 1855	150,000
	Pontiac.....	Dec. 17, 1855	1,000
	Lansing.....	Dec. 19, 1855	10,000
	Niles.....	Dec. —, 1855	50,000
	Kalamazoo.....	Feb. 19, 1856	86,131
	Grand Rapids.....	Feb. 21, 1856	20,000
	Detroit.....	Feb. 25, 1856	200,000
	Flint.....	Apr. 15, 1856	9,000
			586,131
Wisconsin.....	Whitewater.....	Dec. 20, 1855	50,000
	Milwaukee.....	Dec. 17, 1855	150,000
	Platteville.....	Feb. 8, 1856	10,000
	Appleton.....	Mar. —, 1856	100,000
			310,000
Iowa.....	Keokuk.....	Dec. 15, 1855	95,000
	Burlington.....	Dec. 13, 1855	90,000
	Fort Madison.....	Dec. 24, 1855	35,000
	Davenport.....	Dec. 20, 1855	250,000
	Muscatine.....	Feb. 20, 1856	190,000
	Des Moines.....	Mar. 15, 1856	113,000
			773,000

## No. 35—Continued.

State.	Date.	Date.	Amount of capital.
California.....	Stockton .....	Feb. —, 1856	\$50,000
	Sacramento City.....	Feb. —, 1856	290,000
	Shasta .....	Feb. 7, 1856	100,000
	Rough and Ready.....	Mar. 17, 1856	30,000
	San Francisco.....	Mar. 19, 1856	1,200,000
			1,670,000
	Downieville.....	Apr. 2, 1856	165,000
	Marysville.....	Apr. 1, 1856	470,000
			2,305,000
District of Columbia.....	Georgetown.....	Dec. 11, 1855	389,580
	Washington.....	Mar. and Apr. 1856.	905,253
			1,294,833
Minnesota Territory.....	St. Anthony.....	Mar. —, 1856	25,000
Total .....			118,036,080



## No. 36.

*Table showing the population of the different States and Territories, and the value of the real and personal estate therein; it having been prepared in part from official enumerations and valuations, and in part upon estimates.*

States.	Population.	Value of property.
Alabama.....	835,192	\$279,233,027
Arkansas.....	253,117	64,240,726
California.....	335,000	165,000,000
Connecticut.....	401,292	203,759,831
Delaware.....	97,295	30,466,924
Florida.....	110,725	49,461,461
Georgia.....	935,090	500,000,000
Illinois.....	1,242,917	333,237,474
Indiana.....	1,149,606	301,858,474
Iowa.....	325,014	110,000,000
Kentucky.....	1,086,587	411,000,198
Louisiana.....	600,387	270,425,000
Maine.....	623,862	131,128,186
Maryland.....	639,580	261,243,660
Massachusetts.....	1,133,123	597,936,995
Michigan.....	509,374	116,593,580
Mississippi.....	671,649	251,525,000
Missouri.....	831,215	223,948,731
New Hampshire.....	324,701	103,804,326
New Jersey.....	569,499	179,750,000
New York.....	3,470,059	1,364,154,625
North Carolina.....	921,852	239,603,372
Ohio.....	2,215,750	860,877,354
Pennsylvania.....	2,542,960	1,031,731,304
Rhode Island.....	166,927	91,699,850
South Carolina.....	705,661	303,434,240
Tennessee.....	1,092,470	321,776,810
Texas.....	500,000	240,000,000
Vermont.....	325,206	91,165,680
Virginia.....	1,512,593	530,994,897
Wisconsin.....	552,109	87,500,000
District of Columbia.....	59,000	25,568,703
TERRITORIES.		
Minnesota.....	65,000	20,000,000
New Mexico.....	83,590	7,250,900
Oregon.....	36,000	7,775,000
Washington.....	5,500	1,650,000
Utah.....	39,000	4,250,000
Kansas.....	11,000	2,350,000
Nebraska.....	4,500	1,235,644
	26,964,312	9,817,611,072
This sum to be added for property not valued, for under valuations, and for the rise in the value of property since 1850.....		1,500,000,000
Total.....		11,317,611,072

## NOTES TO TABLE.

In the construction of this table, when the enumerations and valuations are not given from official State returns, it has been assumed that the population and property of the country have increased in the same ratio since the general census of 1850, in which they increased during the decennial period from 1840 to 1850. The increase has, without doubt, been proportionally greater.

In some States, the latest official valuations have been given. These are of various dates, and are, it is believed, much too low. The valuation for Massachusetts is for the year 1850; for Maryland and Michigan, for 1853; for Connecticut, New York, and Missouri, for 1854; and for other States, for 1855.

With respect to some of the States, the official valuation is so very low that it has been deemed necessary to add to it considerably in order to represent fairly the true value of the property in those States. Thus, to Pennsylvania \$500,000,000 have been added; to Virginia, Tennessee, and Missouri, \$100,000,000 each.

Texas and California are exceptional cases, and their population and wealth have been estimated upon such data as could be obtained. The comptroller of Texas is the authority for that State.

The governor of Georgia says, in a letter to the Secretary of the Treasury, dated the 18th of April, 1856, that in that State "the total amount of the taxable property of all kinds is about \$500,000,000."

The governor of Minnesota says, in a letter dated January 29, 1856, that the returns he transmits of the value of the property in that Territory "are but approximations," the returns not being complete.

The official valuation of the property in the Territory of Nebraska, for the year 1855, was so small—only \$617,822—that it was thought proper to double it in the table, and it is still too low, probably.

The auditor of State of the State of Indiana says, in his annual report, (November 24, 1855,) "A new valuation of the real estate would probably make the total taxables \$380,000,000."

The Territories of Kansas, Nebraska, and Washington, do not appear at all in the census of 1850, except as component parts of other States or Territories, and, with respect to them, the estimated numbers and values may be very inaccurate, as they may be indeed with respect to the other Territories, and some of the new States.

The State valuations of property are for assessment purposes, and are not only low, but the taxable property only has been valued; and in all the States there are many kinds of property—some of it valuable—that are not taxed.

Supposing the whole population of the United States to be 27,000,000, then, taking the State of Maine as a criterion with respect to the value of property, the amount for all the States and Territories will be, in round numbers, about \$5,760,000,000.

Taking the State of New York as a criterion, the amount will be, in round numbers, about \$10,611,000,000.

Taking the State of Kentucky, then it will be about \$10,006,000,000.

Taking the State of Illinois, it will be about \$7,290,000,000.

Taking the State of Arkansas, it will be about \$6,750,000,000.

Taking the State of Georgia, it will be about \$14,430,000,000.

Taking the two extremes, the maximum and the minimum, Georgia and Maine united, it will be about \$10,000,000,000.

Taking Ohio and Kentucky, which will make perhaps a very fair mean, the amount will be \$10,268,000,000.

Taking these seven States as a criterion, the amount will be about \$9,233,000,000. This is too low, however, for the official valuation is too low in them all, unless it be Georgia.

The \$1,500,000,000 added for under valuations for property not valued, and for the increase in value since 1850, is not an excessive allowance.

In the calculations, inconsiderable fractions of numbers and values have not been regarded.

*Statement exhibiting the amount of moneys in the United States Treasury; amount of drafts outstanding; amount subject to draft; amount of receipts and amount of drafts paid, as shown by the Treasurer's weekly exhibits, rendered during the year ending June 30, 1856.*

Date.	Amount of deposits.	Amount of drafts outstanding.	Amount subject to draft.	Amount of receipts.	Amount of drafts paid.
1855.					
July 7.....	\$20,807,854 51	\$2,430,197 94	\$18,877,656 57	\$1,393,301 37	\$1,778,782 33
July 14.....	21,075,162 61	2,650,115 24	18,425,047 37	1,729,269 32	1,461,961 22
July 21.....	21,282,614 03	2,675,963 51	18,606,650 52	1,473,283 09	1,265,831 67
July 28.....	21,652,022 50	2,164,594 46	18,887,428 04	1,523,357 31	1,753,948 84
August 4.....	21,592,694 89	2,420,969 10	19,171,725 79	1,503,228 96	962,556 57
August 11.....	22,376,336 57	2,852,430 97	19,523,905 60	2,159,686 92	1,376,045 24
August 18.....	22,677,512 27	3,541,685 42	19,135,826 85	1,375,369 40	1,075,193 70
August 25.....	22,939,101 97	3,022,482 51	19,916,619 46	1,680,456 98	1,418,867 28
September 1.....	23,048,485 66	2,737,505 69	20,310,979 97	1,197,031 12	1,087,647 43
September 8.....	23,718,730 03	2,687,808 94	21,030,921 09	1,529,665 18	859,420 81
September 15.....	24,518,637 09	2,826,094 05	21,692,543 04	1,536,397 55	736,490 49
September 22.....	24,811,315 75	3,042,074 03	21,769,241 72	1,107,090 17	814,411 51
September 29.....	24,597,322 55	2,552,229 88	22,045,092 67	1,459,300 86	1,673,294 06
October 6.....	24,556,610 13	2,160,282 58	22,396,327 55	1,353,623 99	1,394,336 41
October 13.....	24,339,162 08	2,250,202 25	22,088,959 83	1,200,746 46	1,418,194 51
October 20.....	24,538,594 71	2,524,874 73	22,013,719 98	855,834 62	656,401 99
October 27.....	24,720,540 13	2,619,563 54	22,100,976 59	1,279,982 59	1,098,037 17
November 3.....	24,915,031 36	2,556,060 91	22,358,970 45	1,334,806 07	1,140,314 84
November 10.....	25,104,188 49	2,444,558 87	22,659,629 62	1,341,396 44	1,152,239 31
November 17.....	25,123,389 34	1,923,715 88	23,199,673 46	1,468,198 30	1,448,997 45
November 24.....	25,305,276 27	2,230,407 48	23,074,868 79	1,056,159 09	874,272 16
December 1.....	24,960,254 94	1,764,817 41	23,183,695 42	1,060,143 68	1,416,907 12
December 8.....	24,789,218 65	1,679,748 01	23,109,470 64	1,006,912 33	1,166,206 51
December 15.....	24,704,535 58	1,898,723 81	22,805,811 77	1,010,888 51	1,095,571 58
December 22.....	24,732,823 01	1,979,032 16	22,753,790 85	1,157,636 71	1,129,349 28
December 29.....	24,246,982 80	2,038,054 79	22,208,928 01	2,354,257 22	2,840,097 43

## STATEMENT—Continued.

Date.	Amount of deposits.	Amount of drafts outstanding.	Amount subject to draft.	Amount of receipts.	Amount of drafts paid.
1856.					
January 5.....	\$24,248,673 38	\$1,545,733 39	\$22,702,939 99	\$31,030,006 64	\$1,028,316 06
January 12.....	24,962,693 69	1,981,901 57	22,980,792 12	1,381,392 85	667,372 54
January 19.....	25,421,325 68	1,941,760 10	23,479,565 58	1,433,211 17	974,579 18
January 26.....	25,888,079 70	1,806,554 07	24,081,525 63	1,782,188 06	1,315,434 04
February 2.....	25,633,098 15	2,148,372 23	23,484,725 92	750.662 22	1,005,643 77
February 9.....	24,983,252 94	2,828,815 47	22,154,437 47	1,159,952 56	1,809,797 77
February 16.....	24,461,192 52	1,757,730 56	22,703,461 96	1,156,455 31	1,678,515 73
February 23.....	24,477,460 40	1,762,504 17	22,714,956 23	1,091,756 70	1,075,488 82
March 1.....	25,428,554 25	2,037,307 90	23,391,246 35	1,770,958 44	819,864 59
March 8.....	25,702,642 93	2,140,528 72	23,562,114 21	1,393,011 25	1,118,922 57
March 15.....	25,740,553 41	2,120,456 54	23,620,096 87	1,348,333 83	1,310,423 35
March 22.....	24,746,635 00	2,374,349 37	23,372,285 63	1,608,344 13	2,602,262 54
March 29.....	25,957,200 15	2,185,929 18	23,771,270 97	2,455,940 55	1,249,666 40
April 5.....	25,793,534 88	2,006,038 88	23,787,496 00	1,275,780 80	1,439,446 07
April 12.....	25,915,166 66	1,826,145 92	24,089,020 74	1,362,959 27	1,241,327 49
April 19.....	26,291,650 31	1,406,576 40	24,885,073 91	1,563,485 12	1,187,001 47
April 26.....	26,941,982 26	1,529,519 87	25,412,462 39	1,516,324 82	865,992 87
May 3.....	27,571,279 10	1,887,310 16	25,683,968 94	1,450,920 03	821,623 18
May 10.....	27,941,994 65	1,617,887 45	26,324,107 20	1,331,866 30	961,150 75
May 17.....	28,901,878 89	1,565,786 15	27,336,092 74	1,752,056 89	792,172 65
May 24.....	28,490,674 29	2,261,793 31	26,228,880 98	1,234,686 13	1,645,890 73
May 31.....	28,552,798 36	2,209,010 87	26,343,787 49	1,427,518 75	1,365,394 68
June 7.....	24,781,896 94	4,054,292 28	20,727,604 66	1,217,358 47	4,988,259 89
June 14.....	23,197,225 87	2,925,965 52	20,271,260 35	1,224,589 22	2,809,260 29
June 21.....	22,940,887 77	2,331,643 40	20,609,244 37	1,494,064 56	1,750,402 66
June 30.....	22,769,481 64	3,235,417 03	19,534,064 61	1,604,056 18	1,775,462 31

No. 38.

A No. 1.

AUGUST 1, 1856.

On motion of Mr. L. D. Campbell,

*Resolved*, That the Secretary of the Treasury be requested to furnish a statement of the farming, planting and sugar crops of the United States for 1840 and 1850, as given by the census, with an estimate of the crops of 1855 in tabular form.

A No. 2.

Also a statement of the number of acres devoted to the various crops in 1840 and 1850, with an estimate of the same for 1855, adding thereto such columns in figures as may be necessary to exhibit the increase and decrease in the number of acres employed in the principal crops of 1855, and the increased and decreased product per acre, with additional columns showing the per centage of increase and decrease in acres, product per acre, and aggregate product of each crop; together with such suggestions for the enlargement of the market at home and abroad as he may deem expedient.

A No. 3.

Also to collect information on the wool growing interest of the United States.

A No. 4.

Also on the wool manufacturing interests, with an estimate and statement of the capital employed therein in 1840, 1842, 1846, and 1856, designating the number of mills producing broadcloth in the respective periods named, with such suggestions in regard to the revenue laws as he may deem expedient for permanent establishment of the wool manufacturing interests of the United States.

A No. 5.

Also to collect information on the present condition of the cotton manufacturing interest, and to make such suggestions as he may deem necessary to promote the manufacture of the finer fabrics in the United States, and to enlarge the market for cotton, at home and abroad.

A No. 6.

Also to collect information on the iron manufacture of the United States; also on the manufacture of steel; also on the manufacture of iron and steel.

## A No. 7.

Also to collect information on articles not grown and produced in the United States, with reference to the enlargement of the free list. Also, on the leather and the manufactures of leather in the United States. Also on the sugar growing interest in the United States and the manufactures thereof. Also on the manufacture of glass, porcelain and stone ware in the United States. Also on the growth and manufacture of hemp and flax in the United States. Also on the mineral coal, lead and copper interests of the United States. Also on the growth and manufacture of silk in the United States, with reference to the gradual domestication of this interesting branch of manufactures.

## A No. 8.

Also on the shipping interest of the United States, with a statement of the tonnage employed in the foreign, lake, coasting and river trade, and railway and carriage tonnage.

## A No. 9.

*Further resolved*, That the Secretary of the Treasury be requested to furnish a statement, as far as practicable, of the aggregate amount of federal, State, city, county, railroad, canal, and other corporation bonds, stocks and other evidences of debt held in Europe or other foreign countries on the 30th June, 1856, specifying separately, as far as the same can be ascertained, the amount of each of the above description of bonds, stocks, &c.

## A No. 10.

Also to furnish a statement of the amount of gold and silver coined at the United States mint and branches from 1793 to July 1, 1856, with a statement of the entire cost of coinage since the establishment of the mint, including buildings, machinery, &c.; also, an estimate of the amount of gold and silver coins now remaining in the United States.

## A No. 11.

Also a statement of the annual export and import of gold and silver from 1793 to July 1, 1856, with such suggestions to prevent and restrain the export thereof, as he may deem relevant to the establishment of a sound, stable and healthy hard money currency, and to retire the smaller denominations of bank bills as fast as gold and silver coin can be obtained and substituted.

## A No. 12.

Also to suggest the best method of stimulating and increasing the export of agricultural and other productions of the United States, with



a view of preventing the export of the precious metals, stocks and bonds, by requiring and making it the interest of foreign nations to take our surplus agricultural productions, instead of making it their interest, as we now do, to take our gold to buy wheat, cotton, tobacco, &c., from other nations.

A No. 13.

*Further resolved*, That the Secretary of the Treasury be requested to report the frauds and under valuations in customs under the act passed 30th August, 1842, and 30th July, 1846, designating the number of cases and the amount of frauds and under valuations which have occurred under the respective acts.

A No. 14.

Also to report the advantages and disadvantages of specific and ad valorem duties in reference to the interests of the country, and the frauds and under valuations incident to the two classes or systems of duties.

A No. 15.

Also to report as near as practicable, the amount and proportion of imports made by American born citizens on their own account, and the amount imported by citizens of foreign birth, aliens and citizens of other countries.

A No. 16.

Also to enquire into and report the advantages and disadvantages of the home valuation system in the collection of customs as adopted and practised by the British government, with reference to its incorporation in the revenue laws of the United States.

A No. 17.

*Mr. Quitman's amendment.*

*Further resolved*, That the Secretary of the Treasury be directed to report to this House, at its next session in December, under specific heads, the amount of appropriations and expenditures of every kind incurred by the government annually since the 30th June, 1825, in the construction, repair, rent and preservation of custom-houses; the cost, expense and maintenance of revenue cutters and other vessels engaged permanently or temporarily in the revenue service; and the amount of all other expenditures incurred in or resulting from the collection of the customs or duties on imports since the above date.

## B No. 1.

*Statement showing the annual average export price of flour at New York from 1800 till June 30, 1855; also, the annual average price of flour in the cities of Boston, New York, Philadelphia, Baltimore, New Orleans, and St. Louis, from 1800 till June 30, 1855.*

[NOTE.—The price of flour for New Orleans and St. Louis could not be obtained for earlier years than those respectively given.]

	1800.	1801.	1802.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	1811.	1812.	1813.
Export price ----	\$10 00	\$13 00	\$9 00	\$7 00	\$7 75	\$13 00	\$7 50	\$8 25	\$6 00	\$7 50	\$8 25	\$10 50	\$10 75	\$13 00
Boston -----	11 00	12 10	8 17	7 55	8 97	11 25	8 25	7 73	6 25	7 63	9 42	10 42	10 90	14 67
New York -----	9 38	10 14	6 19	6 01	7 15	9 59	7 13	6 76	5 15	6 79	8 77	9 05	9 08	7 76
Philadelphia ----	9 75	10 85	6 94	6 75	7 81	10 15	7 15	7 10	5 59	6 43	9 87	10 40	9 95	9 29
Baltimore-----	11 42	11 42	7 00	6 50	7 33	12 08	7 33	7 50	5 75	6 50	9 40	10 67	10 12	10 17
New Orleans ----														13 50
St. Louis-----														

B No. 1—Continued.

	1814.	1815.	1816.	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.	1827.
Export price ----	\$14 50	\$9 25	\$7 37	\$14 75	\$10 25	\$8 00	\$5 37	\$4 25	\$7 00	\$7 75	\$6 62	\$5 37	\$5 25	\$8 00
Boston -----	14 57	95	9 40	12 27	10 50	7 70	5 25	4 42	6 94	7 34	6 07	5 57	5 24	5 64
New York -----	7 76	8 17	9 34	11 72	9 42	6 79	4 81	4 85	6 39	6 93	5 93	5 19	5 00	5 14
Philadelphia ----	7 67	8 68	9 75	12 12	9 85	7 19	4 94	4 92	6 48	6 90	5 62	5 00	4 69	5 27
Baltimore-----	8 50	7 92	8 67	10 31	9 59	6 56	4 65	4 64	6 36	6 89	5 54	4 88	4 78	5 15
New Orleans ----	9 00	9 00	9 30	12 50	10 83	9 62	6 20	6 28	5 75	6 68	6 25	4 91	4 49	5 12
St. Louis -----														

## B No. 1—Continued.

	1828.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.
Export price ----	\$5 50	\$5 00	\$7 25	\$5 62	\$5 87	\$5 50	\$5 50	\$6 00	\$7 50	\$10 25	\$9 50	\$6 75	\$5 37	\$5 20
Boston -----	6 14	6 81	5 26	6 05	6 29	6 11	5 42	6 42	8 50	10 18	8 25	7 20	5 51	5 77
New York -----	5 50	6 54	5 03	5 84	5 87	5 70	5 07	6 00	7 78	9 69	8 02	7 40	5 17	5 39
Philadelphia ----	5 29	6 25	4 83	5 82	5 62	5 85	5 21	5 75	7 44	9 75	7 81	6 89	5 22	5 34
Baltimore-----	5 48	6 37	4 86	5 61	5 79	5 69	4 99	5 84	7 92	9 43	7 84	6 65	5 00	5 31
New Orleans ----	5 36	7 20	4 98	5 47	6 84	5 23	5 19	6 35	8 55	9 10	8 67	6 57	4 93	5 33
St. Louis -----	-----	-----	-----	-----	-----	4 93	4 50	6 25	8 00	9 12	7 37	7 19	4 93	4 75

## B No. 1—Continued.

	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.
Export price ----	\$6 00	\$4 50	\$4 75	\$4 51	\$5 18	\$5 95	\$6 22	\$5 35	\$5 00	\$4 77	\$4 24	\$5 60	\$7 88	\$10 10
Boston -----	5 67	4 87	5 13	5 32	5 53	7 17	6 43	6 00	6 00	5 25	5 20	6 27	9 25	10 25
New York -----	5 67	5 07	4 61	5 00	5 19	6 80	5 71	4 96	4 86	4 19	4 96	5 51	8 02	9 06
Philadelphia ----	5 47	4 60	4 34	4 69	4 79	6 02	5 67	4 84	4 97	4 38	4 23	5 47	8 14	9 62
Baltimore-----	5 20	4 36	4 31	4 63	4 53	6 21	5 52	4 83	4 89	4 18	4 26	5 39	8 13	9 57
New Orleans ----	4 54	4 18	4 44	4 83	4 38	5 54	4 76	4 61	5 31	4 00	4 10	5 48	7 60	9 36
St. Louis -----	4 56	3 75	4 50	4 93	4 50	4 93	5 25	5 43	6 25	4 88	5 23	5 08	6 09	7 83

*Statement showing the population and manufactures of the United States and Territories for the year 1810.*

States.	Census of 1810.	Manufactures of cotton and flax in families and otherwise.	Manufactures of wool in families and otherwise.	Manufactures of pig iron and castings.	Manufactures of wrought iron.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Columbia, District of.....	24,023	\$52,000	\$73,000	-----	-----	\$17,400	-----	-----	-----	\$788,250	\$930,650
Connecticut .....	264,042	1,053,730	1,731,472	\$46,180	\$351,198	811,144	-----	-----	-----	1,864,958	5,858,682
Delaware.....	72,674	143,880	230,497	-----	195,420	23,096	-----	\$2,050	-----	1,409,969	2,004,912
Georgia.....	252,433	2,129,023	22,305	-----	30,155	473,658	-----	-----	-----	113,763	2,768,904
Kentucky .....	406,511	554,134	1,815,909	1,000	44,260	740,242	-----	324 870	-----	1,826,965	5,307,380
Louisiana .....	76,556	106,544	36,780	-----	244,000	157,025	-----	6,110	-----	1,592,807	2,143,266
Maine, District of.....	228,705	580,027	743,242	-----	21,929	107,200	-----	-----	-----	660,706	2,113,104
Maryland .....	380,546	1,013,320	480,753	249,653	491,058	539,840	-----	3,769	-----	6,101,468	8,879,861
Massachusetts.....	472,040	2,128,176	2,074,410	154,700	2,078,542	1,714,776	\$463,320	92,895	-----	9,630,692	18,337,511
New Hampshire.....	214,360	880,208	1,635,209	-----	170,350	74,450	-----	-----	-----	374,810	3,135,027
New Jersey .....	245,555	910,233	851,582	861,932	526,511	632,354	-----	-----	-----	1,530,676	5,313,288
New York.....	959,049	2,153,613	6,332,819	362,020	497,875	2,026,561	-----	-----	-----	3,206,250	14,569,138
North Carolina.....	555,500	747,285	2,323,961	135,160	554,950	758,005	-----	3,800	-----	800,260	5,323,421
Ohio.....	230,760	887,053	132,920	109,090	74,123	585,892	-----	24,000	-----	477,152	2,290,230
Pennsylvania .....	810,091	3,060,772	3,421,055	1,301,343	4,492,478	4,365,503	-----	1,000	-----	19,175,630	35,817,781
Rhode Island.....	77,031	844,591	740,359	3,970	56,770	848,240	-----	600	-----	523,232	3 017,762
South Carolina.....	415,115	1,619,068	95,554	-----	90,227	297,061	-----	-----	-----	114,302	2,216,212
Tennessee.....	261,727	1,329,066	412,522	98,097	263,327	400,900	-----	-----	-----	243,789	2,747,701
Vermont.....	217,713	1,238,699	1,385,152	122,000	272,059	129,964	-----	-----	-----	1,907,540	5,055,414
Virginia .....	974,622	4,203,221	1,033,781	171,312	538,854	1,735,577	-----	704,000	-----	8,419,351	16,806,096

TERRITORIES.										
Illinois .....	12,282	54,023	-----	-----	8,670	-----	-----	-----	55,160	117,853
Indiana .....	24,520	129,985	29,067	-----	4,000	22,230	-----	-----	79,608	264,890
Michigan .....	4,762	1,098	6,172	-----	-----	14,172	-----	-----	31,076	52,518
Mississippi .....	40,352	257,248	10,267	-----	-----	-----	-----	-----	46,790	314,305
Missouri .....	20,845	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total .....	7,239,814	26,076,997	25,608,788	3,616,457	10,998,086	16,483,960	463,320	1,163,094	60,975,204	145,385,906

Increase per cent in population for this decade, 36.45.

The manufactures of cotton and wool were generally produced in families.

The value of dried and pickled fish exported in the year 1810 was \$1,127,000. (See Pitkin's Statistics, ed. 1835, page 40.)



## B No. 3.

*Statement showing the population and manufactures of the United States and Territories for the year 1820.*

States.	Census of 1820.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig iron and castings.	Manufactures of wrought iron.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Alabama .....	127,901		\$5,292		\$15,620	\$4,650				\$75,645	\$101,207
Columbia, District of .....	33,039				5,000					699,620	704,620
Connecticut .....	275,202	\$443,268	289,083		296,260	297,136				1,087,282	2,413,029
Delaware .....	72,749	151,266	106,300	\$30,000	30,000			\$1,425		999,900	1,318,891
Georgia .....	340,987	101,232	19,500		69,036	46,039				371,944	607,751
Indiana .....	147,178	5,400	3,750		3,000	69,736				315,928	397,814
Kentucky .....	564,317	197,925	523,149	130,000	138,800	112,000		188,840		1,006,012	2,296,726
Louisiana .....	153,407		6,200		10,000	63,800				192,500	272,500
Maine .....	298,335	35,750	22,425		65,200	163,700				199,398	486,473
Maryland .....	407,350	274,031	210,300	93,000	449,080	267,040				3,733,885	5,027,336
Massachusetts .....	523,287	735,512	294,850	77,500	423,610	101,871		95,436		794,835	2,523,614
Mississippi .....	75,448										
Missouri .....	66,586		6,700		18,421	47,537		58,000		166,785	297,443
New Hampshire .....	244,161	154,547	51,672	40,500	18,340	43,250				439,650	747,959
New Jersey .....	277,575	190,915	177,409	76,300	188,997	143,057				398,461	1,175,139
New York .....	1,372,812	738,140	956,147	342,400	472,158	1,632,543		669,041		4,981,643	9,792,072
North Carolina .....	638,829	17,222	39,468		53,510	62,980		13,350		258,868	445,398
Ohio .....	581,434	51,315	689,292	413,350	491,707	479,511		129,126		3,036,126	5,290,427
Pennsylvania .....	1,049,458	555,673	333,371	563,810	1,156,266	476,516		100,000		3,709,583	6,895,219
Rhode Island .....	83,059	988,157	124,909		19,032	302,500		750		181,873	1,617,221
South Carolina .....	502,741	4,666			42,000	2,200				119,800	168,666
Tennessee .....	422,813	125,256	127,052	184,916	246,755	313,509		18,912		1,335,727	2,352,127

II	Vermont-----	235,764	49,882	198,659	85,400	33,340	63,314	-----	459,758	890,353
	Virginia-----	1,065,379	14,000	198,020	193,100	393,417	162,737	-----	5,149,925	6,686,699
	TERRITORIES.									
	Arkansas-----	14,273	-----	900	-----	120	-----	-----	55,388	56,408
	Illinois-----	55,211	-----	9,120	-----	-----	18,700	-----	71,285	100,983
	Michigan-----	8,896	-----	19,500	-----	1,000	2,160	-----	77,800	100,460
	Total-----	9,638,131	4,834,157	4,413,068	2,230,276	4,640,669	4,876,486	-----	1,852,258	52,766,530

Increase in population for this decade 33.13 per cent.

a The manufactures of cotton, wool, and flax for this decade were mostly in families, and are not given in the Census of 1820.

The iron interests are only partially represented in the above table, the returns being imperfect.

The product of breweries and distilleries but partially given in the Census.

The value of dried and pickled fish exported in the year 1820 was \$1,502,000. (See Pitkin's Statistics, edition of 1835, page 40.)

*Statement showing the population and manufactures of the United States and Territories for the year 1830.*

States.	Census for 1830.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig iron and castings.	Manufactures of wrought iron.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Alabama.....	309,527										
Columbia, District of.....	39,834										
Connecticut.....	297,675	\$1,853,296	\$1,576,975	\$138,762	\$500,000	\$35,700	\$108,149			\$3,842,171	\$8,053,053
Delaware.....	76,748	\$10,000	120,000		160,000			\$5,000		1,396,000	1,991,000
Georgia.....	516,823										
Illinois.....	157,445										
Indiana.....	343,031										
Kentucky.....	687,917										
Louisiana.....	215,739										
Maine.....	399,455	612,638	481,856	54,500	608,500	229,985		240,625		4,815,671	7,043,773
Maryland.....	447,040										
Massachusetts.....	610,408	7,754,805	7,312,836	1,437,147	8,360,102	3,068,523	3,532,609	205,776		31,071,828	62,743,624
Mississippi.....	136,621										
Missouri.....	140,455										
New Hampshire.....	269,328	2,447,634	842,375	52,891	364,284	80,300		750		1,890,265	5,678,499
New Jersey.....	320,823	1,872,180	728,000	412,941	642,238						3,662,359
New York.....	1,918,608	2,706,920	1,297,003	751,807	1,989,790			302,807			7,048,327
North Carolina.....	737,987										
Ohio.....	937,903										
Pennsylvania.....	1,348,233	2,099,715	1,323,070	1,643,702	3,762,247			180,215		2,322,398	11,331,947
Rhode Island.....	97,199	2,645,081	322,151	139,973	200,000					1,277,900	3,585,105

South Carolina.....	581,185									
Tennessee.....	681,904									
Vermont.....	280,652	225,550	523,900	127,680	149,490	20,300			460,859	1,507,779
Virginia.....	1,211,405									
TERRITORIES.										
Arkansas.....	30,388									
Florida.....	34,730									
Michigan.....	31,639									
Naval service.....	5,318									
Total.....	12,866,020	22,534,815	14,528,166	4,757,403	16,737,251	3,434,808	3,640,758	935,173	46,077,092	112,645,466

Increase per cent. in population for this decade, 33.49.

\* The manufacturers of leather, paper, glass and the maple sugar produced in the county of Somerset are included in the above amount. All manufactures in families and those on a small scale are not given.

† In this State there are several hundred blacksmiths' and other shops where a variety of articles are manufactured for the use of cotton and woolen mills, the product of which is not given.

‡ In this State many of the manufacturers declined answering the queries, consequently the returns are defective.

The above statistics are for the year 1831, except the census, and were taken in compliance with a resolution of Congress, passed January 19, 1832. No manufacturing statistics being taken for the decade of 1830, the above is all the data that can be found of a reliable character bearing upon the subject.

## B. No. 5.

*Statement showing the population and manufactures of the United States and Territories for the year 1840.*

States.	Census of 1840.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig iron.	Manufactures of iron, castings.	Manufactures of iron, wrought.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Alabama .....	590,756	\$17,547	-----	\$750	\$27,700	\$4,875	\$34,382	-----	-----	\$1,656,119	\$3,234,498	\$4,975,871
Arkansas .....	97,574	-----	129	-----	1,240	-----	7,132	-----	\$1,740	489,750	2,114,898	2,614,889
Columbia, District of .....	43,712	-----	-----	-----	68,000	-----	26,370	\$87,400	-----	1,500	1,416,660	1,599,930
Connecticut .....	309,978	2,715,964	2,494,313	162,375	1,733,044	235,495	58,291	907,723	300	226,162	12,523,856	21,057,523
Delaware .....	78,085	332,272	104,700	425	10,700	29,185	5,925	181,285	232	62,116	1,982,228	2,709,068
Georgia .....	691,392	304,342	3,000	12,350	5,350	-----	34,821	584	-----	1,467,630	3,496,830	5,324,307
Illinois .....	476,183	-----	9,840	3,950	41,200	-----	432,500	-----	4,000	993,567	6,536,825	8,021,582
Indiana .....	685,866	135,400	58,867	20,250	14,580	1,300	510,778	1,192	1,280	1,289,802	7,346,137	9,379,586
Kentucky .....	779,828	329,380	151,246	730,150	164,080	236,405	508,381	-----	43,939	2,622,462	8,435,915	13,221,958
Louisiana .....	352,411	18,900	-----	35,000	-----	88,790	77,450	-----	-----	65,190	11,093,053	11,378,383
Maine .....	501,793	970,397	412,366	153,050	56,512	-----	54,000	1,280,713	10,000	804,397	10,783,782	14,525,217
Maryland .....	470,019	1,150,580	235,900	221,900	312,900	513,500	223,096	225,773	240	176,050	10,449,697	13,509,636
Massachusetts .....	737,699	16,553,423	7,082,898	233,300	1,798,758	390,260	1,461,736	6,483,996	75,319	231,942	39,466,205	73,777,837
Michigan .....	212,267	-----	9,734	15,025	57,900	-----	137,500	-----	-----	113,955	3,564,562	3,898,676
Mississippi .....	375,651	1,744	-----	-----	36,900	-----	870	-----	-----	682,945	2,839,911	3,562,370
Missouri .....	383,702	-----	13,750	4,500	60,300	7,670	193,464	-----	2,630	1,149,544	4,514,901	5,946,759
New Hampshire .....	284,574	4,142,304	795,784	33,000	136,334	8,125	18,336	92,811	240	538,303	4,758,076	10,523,313
New Jersey .....	373,306	2,086,104	440,710	277,850	405,955	466,115	121,141	124,140	100	201,625	15,447,756	19,571,496
New York .....	2,428,921	3,640,237	3,537,337	727,200	2,512,792	3,490,045	4,141,798	1,316,072	573,577	4,636,547	71,264,889	93,840,194
North Carolina .....	758,419	438,900	3,900	24,200	16,050	62,695	286,649	251,792	899	1,413,242	4,736,340	7,234,567

Ohio.....	1,519,467	139,378	685,757	880,900	784,401	485,290	1,922,354	10,525	59,470	1,853,937	24,636,389	31,458,401
Pennsylvania.....	1,724,033	5,013,007	2,319,061	2,459,875	1,262,670	5,670,860	3,599,698	35,360	109,895	1,303,093	42,721,441	64,494,960
Rhode Island ..	108,830	7,116,792	842,172	103,150	147,550	-----	244,290	659,312	-----	51,180	4,642,851	13,807,297
South Carolina ..	594,398	359,000	1,000	31,250	-----	75,725	27,618	1,275	450	930,703	4,211,802	5,638,823
Tennessee .....	829,210	325,719	14,290	403,213	100,870	628,745	299,734	-----	-----	2,886,661	3,858,162	8,517,394
Vermont .....	291,948	113,000	1,331,953	168,575	24,900	42,575	2,865	-----	-----	674,548	4,565,566	6,923,982
Virginia.....	1,239,797	446,063	147,792	470,262	128,256	382,590	238,690	95,173	349,124	2,441,672	15,984,986	20,684,608
TERRITORIES.												
Florida.....	54,477	-----	800	-----	-----	-----	-----	213,219	2,400	20,205	678,456	915,080
Iowa.....	43,112	-----	-----	-----	4,000	-----	1,164	-----	-----	25,966	452,570	483,700
Wisconsin .....	30,945	-----	-----	75	3,500	-----	4,371	27,663	-----	12,567	1,632,632	1,680,808
Naval service..	6,100	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total .....	17,069,453	46,350,453	20,696,999	7,172,575	9,916,442	12,820,145	14,674,804	11,996,008	1,235,835	29,023,380	329,391,574	483,278,215

Increase per cent. in population for this decade, 32. 67.

Salt estimated at twenty cents per bushel.

Sugar estimated at six cents per pound ; except Louisiana at four cents.

The product of mills and molasses has been included in the manufactures.

## Statement showing the population and manufactures of the United States and Territories for the year 1850.

States,	Census of 1850.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig-iron.	Manufactures of iron, castings.	Manufactures of iron, wrought.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Alabama .....	771,623	\$382,260	.....	\$22,500	\$271,126	\$7,500	\$900	.....	.....	\$1,984,120	\$3,864,808	\$6,488,214
Arkansas .....	209,897	16,637	.....	.....	.....	.....	.....	.....	.....	683,217	1,691,549	1,246,403
California .....	92,597	.....	.....	.....	20,740	.....	4,000	.....	.....	7,000	*12,897,782	*12,869,522
Columbia, District of .....	51,687	100,000	.....	.....	41,696	.....	6,750	.....	.....	2,075	9,349,162	2,495,068
Connecticut .....	270,792	4,257,522	6,465,216	415,600	981,400	847,196	82,560	\$1,734,453	\$5,600	192,252	80,874,421	45,806,550
Delaware .....	91,592	538,439	251,000	.....	267,462	33,200	.....	.....	.....	88,121	8,554,205	4,687,427
Florida .....	87,445	49,920	.....	.....	.....	.....	.....	18,676	6,000	75,582	774,817	924,495
Georgia .....	906,183	2,133,044	88,750	57,800	46,200	12,334	16,112	.....	.....	1,838,965	4,808,828	9,002,586
Illinois .....	851,470	.....	206,572	70,200	441,185	.....	718,875	.....	6,000	1,155,902	15,815,824	18,418,553
Indiana .....	988,416	44,200	205,802	53,000	149,430	11,760	1,178,539	.....	.....	1,631,039	17,549,690	20,823,450
Iowa .....	192,214	.....	18,000	.....	8,500	.....	9,400	.....	.....	221,292	8,527,790	8,779,982
Kentucky .....	982,405	273,439	818,819	604,087	744,316	299,700	466,724	.....	57,525	2,459,128	21,865,031	27,089,019
Louisiana .....	517,762	.....	.....	.....	812,500	.....	28,750	.....	.....	139,232	18,210,994	18,686,476
Maine .....	538,169	2,596,356	753,300	36,616	265,000	.....	68,000	589,876	9,700	518,599	20,373,408	25,185,880
Maryland .....	538,034	2,120,504	295,140	1,056,400	685,000	771,431	328,750	.....	.....	111,828	27,224,582	82,598,635
Massachusetts .....	994,514	19,712,461	12,770,565	295,123	2,235,685	8,908,952	1,294,800	6,606,849	98,850	205,338	104,288,491	151,407,059
Michigan .....	397,654	.....	90,242	21,000	279,697	.....	230,390	72,775	.....	340,947	10,481,938	11,516,989
Mississippi .....	606,526	30,500	.....	.....	117,400	.....	.....	.....	.....	1,164,020	2,828,122	4,140,042
Missouri .....	682,044	142,900	56,000	814,600	886,495	68,700	476,600	.....	.....	1,674,705	22,369,410	25,439,410
New Hampshire .....	317,976	8,890,619	2,127,745	6,000	871,710	20,400	.....	59,291	.....	393,455	11,854,619	28,668,829
New Jersey .....	489,555	1,109,524	1,164,446	560,544	686,430	1,079,576	486,382	.....	.....	112,781	84,627,051	89,826,734
New York .....	8,097,394	8,881,989	7,080,604	597,920	5,921,930	8,778,547	6,278,065	454,345	998,315	1,280,339	909,775,390	239,717,458
North Carolina .....	569,039	581,342	28,750	12,500	12,567	381,914	38,258	250,025	.....	2,068,522	7,612,964	11,200,142
Ohio .....	1,980,329	894,700	1,111,027	1,255,850	8,069,850	127,849	8,451,008	27,565	182,298	1,712,196	53,484,141	64,765,974
Pennsylvania .....	2,311,736	5,322,262	5,321,866	6,071,518	5,354,881	9,224,256	2,585,557	.....	.....	749,132	121,154,081	155,990,294
Rhode Island .....	147,545	6,447,120	2,381,825	.....	728,705	223,650	19,500	64,430	.....	.....	12,228,031	22,119,756
South Carolina .....	668,507	.....	.....	.....	737,653	.....	10,975	.....	.....	909,525	6,222,794	7,979,315
Tennessee .....	1,002,717	510,624	6,310	676,100	264,325	670,618	43,731	.....	.....	8,187,790	7,570,979	19,880,476
Texas .....	212,592	.....	15,000	.....	55,000	.....	.....	.....	5,900	.....	1,472,062	1,814,948
Vermont .....	814,120	106,100	1,579,161	65,000	460,881	127,886	2,500	.....	.....	267,710	6,645,590	9,347,777
Virginia .....	1,421,661	1,436,384	841,018	521,924	674,416	1,098,252	247,380	95,002	700,466	2,156,312	24,146,847	31,967,976
Wisconsin .....	309,891	.....	87,992	27,000	216,195	.....	158,350	16,872	.....	49,624	8,307,509	9,357,545

Territories.													
Minnesota .....	6,077											57,736	57,736
New Mexico .....	61,547						10,500			6,033		239,857	255,890
Oregon .....	18,294											2,236,645	2,236,645
Utah .....	11,880						1,500			1,892		289,732	292,624
Total .....	28,191,876	61,869,184	48,207,545	12,748,727	25,108,155	22,628,771	18,218,681	10,000,182	2,222,745	27,493,644	582,108,265	1,053,593,899	

Increase per cent. in population for this decade, 35.87.

\* Including the product of the mines for 1850.

Sugar estimated at eight cents per pound, except Louisiana, at five cents.

The product of mills and molasses has been included in the manufactures.



## REPORT ON THE FINANCES.

[illegible]

*Statement of the population, manufactures, and agricultural productions of the United States and Territories; the allotment per capita of the manufacturing and agricultural productions per State and nation; value of imports paying duty, less the value of foreign paying exports; value of imports paying duty, less the value of foreign paying exports to each State, based upon its population; amount paid per capita of the paying imports, less the foreign paying exports; amount of paying imports, less the foreign paying exports allotted to each State, based upon its productions, and allotment per capita of the paying imports, less the foreign paying exports as allotted to each State, based upon its productions for the year 1840.*

States.	Census of 1840.	Value of manufactures.	Value of agricultural products.	Total value of manufactures and agricultural products.	Allotment per capita of the manufacturing and agricultural products per State and nation.	Value of imports paying duty, less the value of foreign exports paying duty.	Amount of paying imports, less the foreign paying exports to each State, based upon its population.	Amount paid per capita of the paying imports, less the foreign paying exports.	Amount of paying imports, less the paying foreign exports allotted to each State, based upon its productions.	Allotment per capita of the paying imports, less the paying foreign exports, as allotted to each State, based upon its productions.
Alabama .....	590,756	\$4,236,000	\$23,833,470	\$28,069,470	\$47 51	-----	\$1,528,168	-----	\$1,231,420	\$2 08
Arkansas .....	97,574	1,473,715	4,973,655	6,447,370	66 08	-----	252,404	-----	282,849	2 90
Columbia, Dist. of ..	43,712	1,431,020	138,425	1,569,445	35 90	-----	113,074	-----	68,852	1 58
Connecticut .....	309,978	19,971,228	11,201,618	31,172,846	100 56	-----	801,851	-----	1,367,566	4 41
Delaware .....	78,085	2,563,218	2,877,350	5,440,568	69 68	-----	201,990	-----	238,680	3 06
Georgia .....	691,392	4,631,191	29,612,436	34,243,627	49 53	-----	1,788,493	-----	1,502,282	2 17
Illinois .....	476,183	5,956,327	11,577,281	17,533,608	36 82	-----	1,231,790	-----	769,208	1 62
Indiana .....	685,866	8,138,274	14,484,610	22,622,884	32 98	-----	1,774,199	-----	992,475	1 45
Kentucky .....	779,828	12,182,786	26,233,968	38,416,754	49 26	-----	2,017,260	-----	1,685,359	2 16
Louisiana .....	352,411	8,641,439	17,976,017	26,617,456	75 53	-----	911,617	-----	1,167,719	3 31

## STATEMENT—Continued.

States.	Census of 1840.	Value of manufactures.	Value of agricultural products.	Total value of manufactures and agricultural products.	Allotment per capita of the manufacturing and agricultural products per State and nation.	Value of imports paying duty, less the value of foreign exports paying duty.	Amount of paying imports, less the foreign paying exports to each State, based upon its population.	Amount paid per capita of the paying imports, less the foreign paying exports.	Amount of paying imports, less the paying foreign exports allotted to each State, based upon its productions.	Allotment per capita of the paying imports, less the paying foreign exports, as allotted to each State, based upon its productions.
Maine.....	501,793	\$13,792,150	\$14,725,615	\$28,517,765	\$56 83	-----	\$1,298,039	-----	\$1,251,086	\$2 49
Maryland.....	470,019	12,430,866	14,015,665	26,446,531	56 27	-----	1,215,846	-----	1,160,220	2 47
Massachusetts.....	737,699	71,010,703	14,371,732	85,382,435	115 74	-----	1,908,281	-----	3,745,764	5 08
Michigan.....	212,267	3,327,671	3,207,048	6,534,719	30 79	-----	549,092	-----	286,681	1 35
Mississippi.....	375,651	2,386,857	26,297,666	28,684,523	76 36	-----	971,734	-----	1,258,402	3 35
Missouri.....	383,702	4,505,186	9,755,615	14,260,801	37 17	-----	992,572	-----	625,627	1 63
New Hampshire.....	284,574	10,052,598	10,762,019	20,814,617	73 14	-----	736,136	-----	913,146	3 21
New Jersey.....	373,306	18,479,444	15,314,006	33,793,450	90 53	-----	965,668	-----	1,482,533	3 97
New York.....	2,428,921	88,574,350	91,244,178	179,818,528	74 03	-----	6,283,136	-----	7,888,715	3 25
North Carolina.....	753,419	6,824,303	24,727,297	31,551,600	41 88	-----	1,948,945	-----	1,384,182	1 84
Ohio.....	1,519,467	27,681,578	27,212,004	54,893,582	36 13	-----	3,930,559	-----	2,408,205	1 58
Pennsylvania.....	1,724,033	59,140,480	51,232,204	110,372,684	64 02	-----	4,459,731	-----	4,842,096	2 81
Rhode Island.....	108,830	13,428,287	1,951,141	15,379,428	141 32	-----	281,521	-----	674,702	6 20
South Carolina.....	594,898	4,111,247	20,555,919	24,667,166	41 50	-----	1,537,589	-----	1,082,159	1 82
Tennessee.....	829,210	8,089,992	27,917,692	36,007,684	43 42	-----	2,145,001	-----	1,579,672	1 90
Vermont.....	291,948	6,579,086	16,977,664	23,556,750	80 69	-----	755,211	-----	1,033,445	3 54
Virginia.....	1,230,797	19,317,214	48,644,905	67,962,120	54 82	-----	3,207,108	-----	2,981,527	2 40
<i>Territories.</i>										
Florida.....	54,477	587,167	1,817,718	2,404,885	44 14	-----	140,921	-----	105,503	1 94

Iowa. -----	43, 112	347, 713	688, 308	1, 036, 021	24 03	-----	111, 522	-----	45, 451	1 05
Wisconsin -----	30, 945	1, 468, 723	445, 559	1, 914, 282	61 86	-----	80, 048	-----	83, 980	2 71
Naval service -----	6, 100	-----	-----	-----	-----	-----	-----	-----	-----	-----
	17, 069, 453	441, 360, 814	564, 772, 785	1, 006, 133, 599	58 96	\$44, 139, 506	44, 139, 506	\$258 68-100	44, 139, 506	-----

## REMARKS.

The value of houses have been deducted from the manufactures,

Persons engaged in the naval service have not been included in the calculation.

The productions of wheat, sugar, and molasses, have been deducted from the agricultural products, because they have entered into the manufactures under the head of sugar and molasses, products of mills, and distilleries and breweries.

*Statement of the population, manufactures, and agricultural productions of the United States and Territories; the allotment per capita of the manufacturing and agricultural productions per State and nation; value of imports paying duty, less the value of foreign paying exports; value of imports paying duty, less the value of foreign paying exports, to each State, based upon its population; amount per capita of the paying imports, less the foreign paying exports; amount of paying imports, less the foreign paying exports, allotted to each State, based upon its productions; and allotment per capita of the paying imports, less the foreign paying exports, as allotted to each State, based upon its productions, for the year 1850.*

States.	Census for 1850.	Value of manufactures.	Value of agricultural products.	Total value of agricultural and manufacturing productions.	Allotment per capita of the manufacturing and agricultural products, per State and nation.	Value of imports paying duty, less the value of foreign exports paying duty.	Amount of paying imports, less the foreign paying exports, to each State, based upon its population.	Amount paid per capita of the paying imports, less the foreign paying exports.	Amount of paying imports, less the paying foreign exports, allotted to each State, based upon its productions	Allotment per capita, of the paying imports, less the paying foreign exports, as allotted to each State, based upon its productions.
Alabama .....	771,623	\$6,483,214	\$44,223,955	\$50,707,169	\$55 72	-----	\$4,925,865	-----	\$3,730,285	\$4 83
Arkansas .....	209,897	1,246,403	9,676,577	10,922,980	52 04	-----	1,339,934	-----	803,552	3 83
California .....	92,597	12,869,522	984,301	13,853,823	149 61	-----	591,118	-----	1,019,160	11 01
Columbia, District of ..	51,687	2,495,083	193,601	2,688,684	52 02	-----	329,958	-----	197,794	3 83
Connecticut .....	370,792	45,306,550	12,556,189	57,862,739	156 05	-----	2,367,050	-----	4,256,687	11 48
Delaware .....	91,532	4,687,427	3,117,565	7,804,992	85 27	-----	584,319	-----	574,176	6 27
Florida .....	87,445	924,495	3,865,059	4,789,554	54 77	-----	558,229	-----	352,345	4 03
Georgia .....	906,185	9,002,586	46,686,151	55,688,737	61 45	-----	5,784,876	-----	4,096,756	4 52
Illinois .....	851,470	18,413,558	57,404,116	75,817,674	89 04	-----	5,435,588	-----	5,557,546	6 55
Indiana .....	988,416	20,823,450	47,498,467	68,321,917	69 12	-----	6,309,819	-----	5,026,119	5 09
Iowa .....	192,214	3,779,982	8,810,997	12,590,979	65 51	-----	1,227,050	-----	926,258	4 82
Kentucky .....	982,405	27,089,019	52,477,680	79,566,699	80 99	-----	6,271,446	-----	5,853,344	5 97

Louisiana-----	517,762	18,686,476	15,210,299	33,896,775	65 47	3,305,273	2,493,625	4 82
Maine-----	583,169	25,185,850	16,282,347	41,468,197	71 11	3,722,816	3,050,618	5 23
Maryland-----	583,034	32,593,635	16,296,199	48,889,834	83 85	3,721,954	3,596,593	6 17
Massachusetts-----	994,514	151,407,059	14,277,595	165,684,654	166 60	6,348,747	12,188,633	12 26
Michigan-----	397,654	11,516,989	17,329,385	28,846,374	72 54	2,538,531	2,122,091	5 34
Mississippi-----	606,526	4,140,042	36,802,141	40,942,183	67 50	3,871,922	3,011,922	4 96
Missouri-----	682,044	25,439,410	34,619,650	60,059,060	88 06	4,354,011	4,418,260	6 48
New Hampshire-----	317,976	23,663,829	13,594,139	37,257,968	117 17	2,029,885	2,740,892	8 62
New Jersey-----	489,555	39,826,734	19,322,894	59,149,628	120 82	3,125,206	4,351,357	8 89
New York-----	3,097,394	239,717,488	117,019,115	356,736,603	111 94	19,773,047	26,243,417	8 47
North Carolina-----	869,039	11,200,142	31,712,146	42,912,288	49 38	5,547,744	3,156,853	3 63
Ohio-----	1,980,329	64,765,974	84,793,387	149,559,361	75 52	12,641,963	11,002,372	5 56
Pennsylvania-----	2,311,786	155,990,294	73,576,837	229,567,131	99 30	14,757,907	16,888,163	7 31
Rhode Island-----	147,545	22,119,756	2,168,332	24,288,088	164 61	941,893	1,786,759	12 11
South Carolina-----	668,507	7,979,315	30,068,154	38,047,469	56 91	4,267,594	2,798,971	4 19
Tennessee-----	1,002,717	12,880,477	50,394,447	63,274,924	63 10	6,401,113	4,654,835	4 64
Texas-----	212,592	1,814,946	9,065,181	10,880,127	51 13	1,357,138	800,399	3 76
Vermont-----	314,120	9,347,778	20,813,564	30,161,342	96 02	2,005,269	2,218,827	7 06
Virginia-----	1,421,661	31,967,976	52,512,452	84,480,428	59 42	9,075,555	6,214,824	4 37
Wisconsin-----	305,391	9,387,545	11,503,371	20,890,916	68 41	1,949,546	1,536,845	5 03
<i>Territories.</i>								
Minnesota-----	6,077	57,736	88,886	146,622	24 13	38,794	10,786	1 77
New Mexico-----	61,547	255,890	759,411	1,015,301	16 50	392,902	74,691	1 21
Oregon-----	13,294	2,236,645	868,340	3,104,985	233 56	84,866	228,419	17 18
Utah-----	11,380	292,624	351,710	644,334	56 62	72,647	47,401	4 17
	23,191,876	1,055,595,899	956,924,640	2,012,520,539	86 78	\$148,051,575	148,051,575	\$6 38 37-100 148,051,575 -----

## REMARKS.

Hops, flax, flaxseed, wine, and silk cocoons, estimated at the Census Office at \$3,293,314.

Maple sugar, cane sugar, and molasses included in the manufactures.

Milk and eggs, fodder, wood, addition of 3 per cent. to live stock, poultry, and feathers, estimated at \$125,956,927, and not included.

## No. 39.

*Statement exhibiting the population of the States and Territories, and the agricultural productions of each, with the value thereof; the total value of all the products of each State and Territory for the year 1840.*

[NOTE.—The prices of the different products adopted by Professor Tucker have been used in the calculations, when not given in the census for that decade.]

States.	Census 1840.	Bushels of wheat.	Value.	Bushels of rye.	Value.
Alabama .....	590,756	828,052	\$838,052	51,008	\$25,504
Arkansas .....	97,574	105,878	105,878	6,219	2,488
Columbia, Dist. of. ....	43,712	12,147	12,147	5,081	3,811
Connecticut .....	309,978	87,009	108,761	737,424	553,068
Delaware .....	78,085	315,165	315,165	33,546	20,128
Georgia .....	691,392	1,801,830	1,801,830	60,693	30,347
Illinois .....	476,183	3,335,393	1,667,696	88,197	22,049
Indiana .....	685,866	4,049,375	2,024,687	129,621	32,405
Kentucky .....	779,828	4,803,152	2,401,576	1,321,373	440,458
Louisiana .....	352,411	60	60	1,812	906
Maine .....	501,793	848,166	1,060,207	137,941	103,456
Maryland .....	470,019	3,345,782	3,345,783	723,577	434,146
Massachusetts .....	737,699	157,923	197,404	536,014	402,011
Michigan .....	212,267	2,157,108	1,078,554	34,236	10,271
Mississippi .....	375,651	196,626	196,626	11,444	5,722
Missouri .....	383,702	1,037,386	518,693	68,608	34,304
New Hampshire .....	284,574	422,124	527,655	308,148	231,111
New Jersey .....	373,306	774,203	774,203	1,665,820	999,492
New York .....	2,428,921	12,286,418	12,286,418	2,979,323	1,787,594
North Carolina .....	753,419	1,960,855	1,960,855	213,971	106,986
Ohio .....	1,519,467	16,571,661	8,285,830	814,205	244,262
Pennsylvania .....	1,724,033	13,213,077	13,213,077	6,613,873	3,968,324
Rhode Island .....	108,830	3,098	3,872	34,521	25,891
South Carolina .....	594,398	968,354	968,354	44,738	22,369
Tennessee .....	829,210	4,569,692	3,427,269	304,320	152,160
Vermont .....	291,948	495,800	619,750	230,993	173,245
Virginia .....	1,239,797	10,109,716	10,109,716	1,482,799	741,400
<i>Territories.</i>					
Florida .....	54,477	412	412	305	153
Iowa .....	43,112	154,693	77,346	3,792	948
Wisconsin .....	30,945	212,116	106,058	1,965	491
Totals .....	17,063,353	84,823,272	68,033,934	18,645,567	10,575,500

## STATEMENT—Continued.

States.	Bushels of oats.	Value.	Bushels of Indian corn.	Value.	Bushels of Irish and sweet potatoes.	Value.
Alabama .....	1, 406, 353	\$562, 541	20, 947, 004	\$8, 378, 802	1, 708, 356	\$427, 089
Arkansas .....	189, 553	79, 612	4, 846, 632	2, 423, 316	293, 608	73, 402
Columbia, Dist. of .....	15, 751	6, 300	39, 485	19, 743	12, 035	3, 009
Connecticut .....	1, 453, 262	508, 642	1, 500, 441	900, 265	3, 414, 238	853, 560
Delaware .....	927, 405	370, 962	2, 099, 359	1, 259, 615	200, 712	50, 178
Georgia .....	1, 610, 030	644, 012	20, 905, 122	10, 452, 561	1, 291, 366	322, 841
Illinois .....	4, 988, 008	423, 981	22, 634, 211	4, 526, 842	2, 025, 520	303, 828
Indiana .....	5, 981, 605	509, 226	28, 155, 887	5, 631, 177	1, 525, 794	228, 869
Kentucky .....	7, 155, 974	1, 788, 993	39, 847, 120	7, 969, 424	1, 055, 085	158, 263
Louisiana .....	107, 353	53, 677	5, 952, 912	2, 976, 456	834, 341	208, 585
Maine .....	1, 076, 409	376, 743	950, 528	712, 896	10, 392, 280	2, 078, 456
Maryland .....	3, 534, 211	1, 413, 684	8, 233, 086	4, 116, 543	1, 036, 433	259, 108
Massachusetts .....	1, 319, 680	527, 872	1, 809, 192	1, 356, 894	5, 385, 652	1, 346, 413
Michigan .....	2, 114, 051	179, 694	2, 277, 039	455, 408	2, 109, 205	316, 381
Mississippi .....	668, 624	334, 312	13, 161, 237	5, 264, 495	1, 630, 100	407, 525
Missouri .....	2, 234, 947	335, 242	17, 332, 524	3, 466, 505	783, 768	117, 565
New Hampshire .....	1, 296, 114	453, 640	1, 162, 572	796, 362	6, 206, 606	1, 241, 321
New Jersey .....	3, 083, 524	1, 233, 410	4, 361, 975	2, 617, 185	2, 072, 069	518, 017
New York .....	20, 675, 847	7, 753, 443	10, 972, 286	6, 857, 679	30, 123, 614	7, 530, 903
North Carolina .....	3, 193, 941	1, 277, 576	23, 893, 763	9, 557, 505	2, 609, 239	452, 309
Ohio .....	14, 893, 103	2, 158, 965	33, 668, 144	6, 733, 629	5, 805, 021	870, 753
Pennsylvania .....	20, 641, 819	7, 740, 682	14, 240, 022	8, 544, 013	9, 535, 663	2, 383, 916
Rhode Island .....	171, 517	60, 031	450, 498	281, 561	911, 973	227, 993
South Carolina .....	1, 486, 208	594, 483	14, 722, 805	7, 361, 402	2, 698, 313	467, 750
Tennessee .....	7, 035, 678	1, 758, 920	44, 986, 188	11, 246, 547	1, 904, 370	476, 092
Vermont .....	2, 222, 584	889, 034	1, 119, 678	747, 385	8, 869, 751	1, 773, 950
Virginia .....	13, 451, 062	5, 380, 425	34, 577, 591	17, 288, 795	2, 944, 660	736, 165
<i>Territories.</i>						
Florida .....	13, 829	5, 532	898, 974	449, 487	264, 617	66, 154
Iowa .....	216, 385	18, 393	1, 406, 241	281, 248	234, 063	35, 109
Wisconsin .....	406, 514	34, 554	379, 359	75, 872	419, 608	62, 941
Total .....	123,071,341	37, 474, 581	377,531,875	132,749,612	108,298,060	23, 998, 445



## STATEMENT—Continued.

States.	Bushels of barley.	Value.	Bushels of buckwheat.	Value.	Tons of hay.	Value.
Alabama .....	7,692	\$3,846	58	\$29	812,718	\$127,180
Arkansas .....	760	304	88	44	586	5,860
Columbia, Dist. of .....	294	220	272	163	1,331	13,310
Connecticut .....	33,759	25,319	303,043	227,282	426,704	3,840,336
Delaware .....	5,260	3,156	11,299	6,779	22,483	224,830
Georgia .....	12,979	6,490	141	70	16,970	169,700
Illinois .....	82,251	32,900	57,884	19,295	164,932	659,728
Indiana .....	28,015	7,004	49,019	16,339	178,029	712,116
Kentucky .....	17,491	5,833	8,169	2,723	88,306	353,224
Louisiana .....					24,651	246,510
Maine .....	355,161	266,371	51,543	38,657	691,358	5,530,864
Maryland .....	3,594	2,156	73,606	44,164	106,687	1,066,870
Massachusetts .....	165,319	49,596	87,090	65,250	569,395	5,124,555
Michigan .....	127,802	38,341	113,592	37,864	130,805	523,220
Mississippi .....	1,654	827	61	30	171	1,710
Missouri .....	9,801	4,900	15,318	7,659	49,083	343,581
New Hampshire .....	121,899	91,424	105,103	78,827	496,107	3,968,856
New Jersey .....	12,501	7,501	856,117	513,670	334,861	3,013,749
New York .....	2,520,068	1,512,041	2,287,885	1,372,731	3,127,047	28,143,423
North Carolina .....	3,574	1,787	15,391	7,695	101,369	810,952
Ohio .....	212,440	63,732	633,139	211,046	1,022,037	4,088,148
Pennsylvania .....	209,893	125,936	2,113,742	1,268,245	1,311,643	11,804,787
Rhode Island .....	66,490	49,867	2,979	2,234	63,449	571,041
South Carolina .....	3,967	1,983	72	36	24,618	246,180
Tennessee .....	4,809	2,404	17,118	8,559	31,233	218,631
Vermont .....	54,781	41,086	228,416	171,312	836,739	5,857,173
Virginia .....	87,430	43,715	243,822	121,911	364,708	2,917,664
<i>Territories.</i>						
Florida .....	30	15			1,197	11,970
Iowa .....	728	182	6,212	1,553	17,953	71,812
Wisconsin .....	11,062	2,766	10,654	2,663	30,938	123,752
Total .....	4,161,504	2,391,702	7,291,743	4,226,830	10,248,108	80,791,732

## STATEMENT—Continued.

States.	Pounds of hops.	Value.	Value of market products.	Value of nursery products.	Value of orchard products.	Tons of flax and hemp.	Value.
Alabama.....	825	\$248	\$31,978	\$370	\$55,240	5	\$650
Arkansas.....			2,736	415	10,680	1,039 <sup>1</sup> / <sub>2</sub>	135,135
Columbia, Dist. of	28	11	52,895	850	3,507		
Connecticut.....	4,573	1,829	61,936	18,114	296,232	413	5,427
Delaware.....	746	298	4,035	1,120	28,211	52	6,857
Georgia.....	773	232	19,346	1,853	156,122	10	1,397
Illinois.....	17,742	4,436	71,911	22,990	126,756	1,976 <sup>1</sup> / <sub>2</sub>	158,100
Indiana.....	38,591	9,648	61,212	17,231	110,055	8,605 <sup>3</sup> / <sub>4</sub>	688,440
Kentucky.....	742	247	125,071	6,226	434,935	9,992 <sup>1</sup> / <sub>4</sub>	799,380
Louisiana.....	115	46	240,042	32,415	11,769		
Maine.....	36,940	12,313	51,579	460	149,384	38	5,240
Maryland.....	2,357	589	133,197	10,591	105,740	488	63,440
Massachusetts....	254,795	101,918	283,904	111,814	389,177	21	293
Michigan.....	11,381	2,845	4,051	6,307	16,075	755 <sup>1</sup> / <sub>4</sub>	60,420
Mississippi.....	154	38	42,896	499	14,458	16	2,080
Missouri.....	789	197	37,181	6,205	90,878	18,010 <sup>3</sup> / <sub>4</sub>	640,860
New Hampshire....	243,425	97,370	18,085	35	239,979	261 <sup>1</sup> / <sub>2</sub>	3,445
New Jersey.....	4,531	1,812	249,613	26,167	464,006	2,165 <sup>1</sup> / <sub>4</sub>	281,548
New York.....	447,250	178,900	499,126	75,980	1,701,935	1,130 <sup>1</sup> / <sub>2</sub>	146,981
North Carolina...	1,063	354	28,475	48,581	386,006	9,879 <sup>3</sup> / <sub>8</sub>	1,284,313
Ohio.....	62,195	15,549	97,606	19,707	475,271	9,080 <sup>1</sup> / <sub>2</sub>	726,420
Pennsylvania.....	49,481	19,792	232,912	50,127	618,179	2,649 <sup>3</sup> / <sub>4</sub>	344,467
Rhode Island.....	113	45	67,741	12,604	32,098	<sup>1</sup> / <sub>4</sub>	33
South Carolina....	93	31	38,187	2,139	52,275		
Tennessee.....	850	212	19,812	71,100	367,105	3,344 <sup>1</sup> / <sub>2</sub>	334,450
Vermont.....	48,137	19,255	16,276	5,600	213,944	29 <sup>1</sup> / <sub>2</sub>	3,835
Virginia.....	10,597	3,532	92,359	38,799	705,765	25,594 <sup>1</sup> / <sub>4</sub>	3,071,310
<i>Territories.</i>							
Florida.....			11,758	10	1,035	2	260
Iowa.....	83	21	2,170	4,200	50	313 <sup>1</sup> / <sub>4</sub>	25,060
Wisconsin.....	133	33	3,106	1,025	37	2	160
Total.....	1,238,502	471,801	2,601,196	593,534	7,256,904	95,251 <sup>1</sup> / <sub>4</sub>	8,790,001

## STATEMENT—Continued.

States.	Pounds of sugar.	Value.	Pounds of cotton.	Value.	Pounds of rice.	Value.
Alabama .....	10, 143	\$609	117,138,823	\$8,199,718	149,019	\$3,725
Arkansas .....	1, 542	92	6,028,642	361,719	5,454	164
Columbia, Dist. of						
Connecticut .....	51,764	3,106				
Delaware .....			334	27		
Georgia .....	329,744	19,785	163,392,396	11,437,468	12,384,732	309,618
Illinois .....	399,813	23,989	200,947	12,057	460	13
Indiana .....	3,727,795	223,668	180	11		
Kentucky .....	1,377,835	82,670	691,456	41,487	16,376	491
Louisiana .....	119,947,720	4,797,909	152,555,368	10,678,875	3,604,534	108,136
Maine .....	257,464	15,448				
Maryland .....	36,266	2,176	5,673	511		
Massachusetts .....	579,227	34,754				
Michigan .....	1,329,784	79,787				
Mississippi .....	77	5	193,401,577	15,472,126	777,195	23,316
Missouri .....	274,853	16,491	121,122	7,267	50	2
New Hampshire .....	1,162,368	69,742				
New Jersey .....	56	3				
New York .....	10,048,109	602,886				
North Carolina .....	7,163	430	51,926,190	3,634,833	2,820,388	70,510
Ohio .....	6,363,386	381,803				
Pennsylvania .....	2,265,755	135,945				
Rhode Island .....	50	3				
South Carolina .....	30,000	1,800	61,710,274	4,628,271	60,590,861	1,514,772
Tennessee .....	258,073	15,484	27,701,277	1,662,077	7,977	239
Vermont .....	4,647,934	278,876				
Virginia .....	1,541,833	92,510	3,494,483	320,328	2,956	89
<i>Territories.</i>						
Florida .....	275,317	16,519	12,110,533	726,635	481,420	14,443
Iowa .....	41,450	2,487				
Wisconsin .....	135,288	8,117				
Total .....	155,100,809	6,907,094	790,479,275	57,183,410	80,841,422	2,045,518

## STATEMENT—Continued.

States.	Pounds of tobacco.	Value.	Pounds of wax.	Value.	Value of dairy products.	Value of poultry.
Alabama .....	273,302	\$13,665	25,226	\$5,045	\$265,200	\$404,994
Arkansas .....	148,439	7,422	7,079	1,416	59,205	109,468
Columbia, Dist. of.	55,550	3,889	44	9	5,566	3,092
Connecticut.....	471,657	33,016	3,897	779	1,376,534	176,629
Delaware.....	272	19	1,088	218	113,828	47,265
Georgia .....	162,894	8,145	19,799	3,960	605,172	449,623
Illinois .....	564,326	28,216	29,173	5,835	428,175	309,204
Indiana .....	1,820,306	91,015	30,647	6,129	742,269	357,594
Kentucky .....	53,436,909	2,137,476	38,445	7,689	931,363	536,439
Louisiana.....	119,824	7,189	1,012	202	153,069	283,559
Maine.....	30	3	3,723	745	1,496,902	123,171
Maryland .....	24,816,012	1,737,121	3,674	735	457,466	218,765
Massachusetts....	64,955	5,196	1,196	239	2,373,299	178,157
Michigan.....	1,602	80	4,533	907	301,052	82,730
Mississippi .....	83,471	4,174	6,835	1,367	359,585	369,482
Missouri.....	9,067,913	362,716	56,461	11,292	100,432	270,647
New Hampshire....	115	11	1,345	269	1,638,543	107,092
New Jersey.....	1,922	115	10,061	2,012	1,328,032	336,953
New York.....	744	52	52,795	10,559	10,496,021	1,153,413
North Carolina....	16,772,359	838,618	118,923	23,785	674,349	544,125
Ohio .....	5,942,275	297,114	38,950	7,790	1,848,869	551,193
Pennsylvania .....	325,018	16,251	33,107	6,621	3,187,292	685,801
Rhode Island.....	317	32	165	33	223,229	61,702
South Carolina....	51,519	2,576	15,857	3,171	577,810	396,364
Tennessee .....	29,550,432	1,182,017	50,907	10,181	472,141	606,969
Vermont.....	585	58	4,660	932	2,008,737	131,578
Virginia .....	75,347,106	3,767,355	65,020	13,004	1,480,488	754,698
<i>Territories.</i>						
Florida .....	75,274	3,764	75	15	23,094	61,007
Iowa.....	8,076	404	2,132	426	23,609	16,529
Wisconsin.....	115	6	1,474	295	35,677	16,167
Total .....	219,163,319	10,547,715	628,303	125,660	33,787,008	9,344,410

## STATEMENT—Continued.

States.	One-fourth value of live stock.	Pounds of wool.	Value.	Pounds of silk cocoons.	Value.	Gallons of wine.	Value.
Alabama.....	\$4, 256, 390	220, 353	\$60, 106	1, 592 $\frac{1}{4}$	\$1, 592	177	\$354
Arkansas.....	1, 230, 401	64, 943	19, 483	95	95	-----	-----
Columbia, Dist. of	40, 492	707	247	651	651	25	50
Connecticut.....	1, 802, 992	889, 870	311, 454	17, 538	17, 538	2, 666	5, 332
Delaware.....	412, 300	64, 404	22, 541	1, 458 $\frac{3}{4}$	1, 459	322	644
Georgia.....	4, 962, 720	371, 303	111, 391	2, 992 $\frac{1}{2}$	2, 992	8, 647	17, 294
Illinois.....	3, 743, 109	650, 007	162, 502	1, 150	1, 150	474	948
Indiana.....	4, 267, 317	1, 237, 919	309, 480	379	379	10, 265	20, 530
Kentucky.....	8, 202, 165	1, 786, 847	446, 712	737	737	2, 209	4, 418
Louisiana.....	2, 454, 203	49, 283	14, 785	317	317	2, 884	5, 768
Maine.....	2, 298, 819	1, 465, 551	492, 942	211	211	2, 236	4, 472
Maryland.....	2, 238, 069	488, 201	170, 870	2, 290 $\frac{1}{2}$	2, 291	7, 585	15, 170
Massachusetts.....	2, 325, 189	941, 906	329, 667	1, 741	1, 741	193	386
Michigan.....	754, 298	153, 375	38, 344	266	266	-----	-----
Mississippi.....	3, 121, 997	175, 196	52, 559	91	91	12	24
Missouri.....	3, 238, 865	562, 265	140, 564	70	70	22	44
New Hampshire.....	1, 916, 735	1, 260, 517	441, 181	419 $\frac{1}{2}$	420	94	188
New Jersey.....	1, 842, 606	397, 207	139, 022	1, 966	1, 966	9, 416	18, 832
New York.....	14, 757, 109	9, 845, 295	3, 445, 853	1, 735 $\frac{3}{4}$	1, 736	6, 799	13, 598
North Carolina.....	4, 467, 505	625, 044	156, 261	3, 014	3, 014	28, 752	57, 504
Ohio.....	7, 896, 333	3, 685, 315	921, 329	4, 317 $\frac{1}{2}$	4, 317	11, 524	23, 048
Pennsylvania.....	9, 877, 013	3, 048, 564	1, 066, 997	7, 262 $\frac{1}{2}$	7, 263	14, 328	28, 656
Rhode Island.....	342, 041	183, 830	64, 340	458	458	803	1, 606
South Carolina.....	3, 606, 603	299, 170	89, 721	2, 080	2, 080	643	1, 286
Tennessee.....	7, 612, 352	1, 060, 332	265, 083	1, 217	1, 217	653	1, 306
Vermont.....	3, 006, 110	3, 699, 285	1, 294, 732	4, 286	4, 286	94	188
Virginia.....	8, 124, 587	2, 538, 374	761, 512	3, 191	3, 191	13, 911	27, 822
<i>Territories.</i>							
Florida.....	465, 846	7, 285	2, 185	124 $\frac{3}{4}$	125	-----	-----
Iowa.....	214, 998	23, 039	5, 760	-----	-----	-----	-----
Wisconsin.....	131, 815	6, 777	1, 694	$\frac{1}{2}$	-----	-----	-----
Total.....	109,610,979	35,802,114	11,345,317	61,652 $\frac{5}{8}$	61,653	124,734	249,468

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No. 40.

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STATEMENT  
EXHIBITING  
THE POPULATION  
OF  
THE STATES AND TERRITORIES,  
AND  
THE AGRICULTURAL PRODUCTIONS OF EACH  
WITH THE VALUE THEREOF,  
FOR THE YEAR 1850.

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## No. 40.

*Statement exhibiting the population of the States and Territories and the agricultural productions of each, with the value thereof, and the total value of all the products of each State and Territory, for the year 1850.*

[NOTE.—The prices of the different products adopted by Professor Tucker have been used in the calculations.]

States.	Census, 1850.	Bushels of wheat.	Value.	Bushels of rye.	Value.	Bushels of oats.	Value.	Bushels of Indian corn.	Value.
Alabama .....	771,623	294,044	\$264,640	17,261	\$12,083	2,965,696	\$1,037,994	28,754,048	\$14,377,024
Arkansas .....	209,897	199,639	179,675	8,047	5,633	656,183	229,664	8,893,939	4,446,969
California .....	92,597	17,228	15,505	-----	-----	-----	-----	12,236	6,118
Columbia, District of ..	51,687	17,370	15,633	5,509	3,856	8,134	2,847	65,230	32,615
Connecticut .....	370,792	41,762	37,586	600,893	420,625	1,258,738	440,558	1,935,043	967,522
Delaware .....	91,532	482,511	434,260	8,066	5,646	604,518	211,581	3,145,542	1,572,771
Florida .....	87,445	1,027	924	1,152	806	66,586	23,305	1,996,809	998,404
Georgia .....	906,185	1,088,534	979,681	53,750	37,625	3,820,044	1,337,015	30,080,099	15,040,050
Illinois .....	851,470	9,414,575	8,473,117	83,364	58,355	10,087,241	3,530,534	57,646,984	28,823,492
Indiana .....	988,416	6,214,458	5,593,012	78,792	55,154	5,655,014	1,979,255	52,964,363	26,482,181
Iowa .....	192,214	1,530,581	1,377,523	19,916	13,941	1,524,345	533,521	8,656,799	4,328,400
Kentucky .....	982,405	2,142,822	1,928,540	415,073	290,551	8,201,311	2,870,459	58,672,591	29,336,295
Louisiana .....	517,762	417	375	475	333	89,637	31,373	10,266,373	5,133,187
Maine .....	583,169	296,259	266,633	102,916	72,041	2,181,037	763,363	1,750,056	875,028
Maryland .....	583,034	4,494,680	4,045,212	226,014	155,210	2,242,151	784,753	10,749,858	5,374,929
Massachusetts .....	994,514	31,211	28,090	481,021	336,715	1,165,146	407,801	2,345,490	1,172,745
Michigan .....	397,654	4,925,889	4,433,300	105,871	74,110	2,866,056	1,003,120	5,641,420	2,820,710
Mississippi .....	606,326	137,990	124,191	9,606	6,724	1,503,288	526,151	22,446,552	11,223,276
Missouri .....	682,044	2,981,652	2,683,487	44,268	30,988	5,278,079	1,847,328	36,214,537	18,107,268
New Hampshire .....	317,976	185,658	167,092	183,117	128,182	973,381	340,683	1,573,670	786,835
New Jersey .....	489,555	1,601,190	1,441,071	1,255,578	878,905	3,378,063	1,182,322	8,759,704	4,379,852
New York .....	3,097,394	13,121,498	11,809,348	4,148,182	2,903,727	26,552,814	9,293,485	17,858,400	8,929,200
North Carolina .....	869,039	2,130,102	1,917,092	229,563	160,694	4,052,078	1,418,227	27,941,051	13,970,526
Ohio .....	1,980,329	14,487,351	13,038,616	425,918	298,143	13,472,742	4,715,460	59,078,695	29,539,347
Pennsylvania .....	2,311,786	15,367,691	13,830,922	4,805,160	3,363,612	21,538,156	7,538,355	19,835,214	9,917,607

Rhode Island .....	147,545	49	44	26,409	18,486	215,232	75,331	539,201	269,601
South Carolina .....	668,507	1,066,277	959,649	43,790	30,653	2,322,155	812,754	16,271,454	8,135,727
Tennessee .....	1,002,717	1,619,386	1,457,448	89,137	62,396	7,703,086	2,696,080	52,276,223	26,138,111
Texas .....	212,592	41,729	37,556	3,108	2,176	199,017	69,656	6,028,876	3,014,438
Vermont .....	314,120	535,955	482,360	176,233	123,363	2,307,734	807,707	2,032,896	1,016,198
Virginia .....	1,421,661	11,212,616	10,091,354	458,930	321,251	10,179,144	3,562,700	35,254,319	17,627,160
Wisconsin .....	305,391	4,286,131	3,857,518	81,253	56,877	3,414,672	1,195,135	1,988,979	994,489
<i>Territories.</i>									
Minnesota .....	6,077	1,401	1,261	125	87	30,582	10,704	16,725	8,363
New Mexico .....	61,547	196,516	176,864	-----	-----	5	2	365,411	182,705
Oregon .....	13,294	211,943	190,749	106	74	61,214	21,425	2,918	1,459
Utah .....	11,380	107,702	96,932	210	147	10,900	3,815	9,899	4,950
Total .....	23,191,876	100,485,844	90,437,260	14,188,813	9,932,169	146,584,179	51,304,463	592,071,104	296,035,552



## STATEMENT—Continued.

States.	Bushels of Irish and sweet po- tatoes.	Value.	Bushels of bar- ley.	Value.	Bushels of buck- wheat.	Value.	Tons of hay.	Value.
Alabama .....	5,721,205	\$2,836,002	3,958	\$2,968	348	\$209	32,685	\$326,850
Arkansas .....	981,981	471,607	177	133	175	105	3,976	39,760
California .....	10,292	4,217	9,712	7,284	-----	-----	2,038	20,380
Columbia, District of .....	31,789	13,065	75	56	378	227	2,279	22,790
Connecticut .....	2,689,805	1,075,930	19,099	14,324	229,297	137,578	516,131	5,161,310
Delaware .....	305,985	128,939	56	42	8,615	5,169	30,159	301,590
Florida .....	765,054	381,744	-----	-----	55	33	2,510	25,100
Georgia .....	7,213,807	3,584,165	11,501	8,626	250	150	23,449	234,490
Illinois .....	2,672,294	1,084,661	110,795	83,096	184,504	110,702	601,952	6,019,520
Indiana .....	2,285,048	934,190	45,483	34,112	149,740	89,844	403,230	4,032,300
Iowa .....	282,363	113,570	25,093	18,820	52,516	31,510	89,055	890,550
Kentucky .....	2,490,666	1,096,084	95,343	71,507	16,097	9,658	113,747	1,137,470
Louisiana .....	1,524,085	752,479	-----	-----	3	2	25,752	257,520
Maine .....	3,436,040	1,374,416	151,731	113,798	104,523	62,714	755,889	7,558,890
Maryland .....	973,932	410,472	745	559	103,671	62,203	157,956	1,579,560
Massachusetts .....	3,585,384	1,434,154	112,385	84,289	105,895	63,537	651,807	6,518,070
Michigan .....	2,361,074	944,547	75,249	56,437	472,917	283,750	404,934	4,049,340
Mississippi .....	5,003,277	2,475,490	228	171	1,121	673	12,504	125,040
Missouri .....	1,274,511	543,355	9,631	7,223	23,641	14,185	116,925	1,169,250
New Hampshire .....	4,304,919	1,721,968	70,256	52,692	65,265	39,159	598,854	5,988,540
New Jersey .....	3,715,251	1,536,902	6,492	4,869	878,934	527,360	435,950	4,359,500
New York .....	15,403,997	6,162,162	3,585,059	2,688,794	3,183,955	1,910,373	3,728,797	37,287,970
North Carolina .....	5,716,027	2,795,982	2,735	2,051	16,704	10,022	145,653	1,456,530
Ohio .....	5,245,760	2,117,103	354,358	265,769	638,060	382,836	1,443,142	14,431,420
Pennsylvania .....	6,032,904	2,418,379	165,584	124,188	2,193,692	1,316,215	1,842,970	18,429,700
Rhode Island .....	651,029	260,412	18,875	14,156	1,245	747	74,418	744,180
South Carolina .....	4,473,963	2,223,332	4,583	3,437	283	170	20,925	209,250
Tennessee .....	3,845,560	1,815,996	2,737	2,053	19,427	11,656	74,091	740,910
Texas .....	1,426,803	703,937	4,776	3,582	59	35	8,354	83,540
Vermont .....	4,951,014	1,980,406	42,150	31,613	209,819	125,891	866,153	8,661,530

Virginia .....	3, 130, 567	1, 433, 590	25, 437	19, 078	214, 898	128, 939	369, 098	3, 690, 980
Wisconsin .....	1, 402, 956	561, 270	209, 692	157, 269	79, 878	47, 927	275, 662	2, 756, 620
<i>Territories.</i>								
Minnesota .....	21, 345	8, 558	1, 216	912	515	309	2, 019	20, 190
New Mexico .....	3	1	5	4	100	60	-----	-----
Oregon .....	91, 326	36, 530	-----	-----	-----	-----	373	3, 730
Utah .....	44, 028	17, 617	1, 799	1, 349	332	199	4, 805	48, 050
Total .....	104, 066, 043	45, 453, 232	5, 167, 015	3, 875, 261	8, 956, 912	5, 374, 147	13, 838, 242	138, 382, 420

## STATEMENT—Continued.

States.	Pounds of hops.	Value.	Value of market products.	Value of orchard products.	Bushels of peas and beans.	Value.	Tons of dew and water-rot'd hemp.	Value.
Alabama.....	276	\$44	\$84,821	\$15,408	892,701	\$669,526	-----	-----
Arkansas.....	157	25	17,150	40,141	285,738	214,303	15	\$1,800
California.....	-----	-----	75,275	17,700	2,292	1,719	-----	-----
Columbia, District of.....	15	2	67,222	14,843	7,754	5,816	-----	-----
Connecticut.....	554	89	196,874	175,118	19,090	14,317	-----	-----
Delaware.....	348	56	12,714	46,574	4,120	3,090	-----	-----
Florida.....	14	2	8,721	1,280	135,359	101,519	-----	-----
Georgia.....	261	42	76,500	92,776	1,142,011	856,508	-----	-----
Illinois.....	3,551	568	127,494	446,049	82,814	62,111	-----	-----
Indiana.....	92,796	14,847	72,864	324,940	35,773	26,830	-----	-----
Iowa.....	8,242	1,319	8,848	8,434	4,775	3,581	-----	-----
Kentucky.....	4,309	689	303,120	106,230	202,574	151,931	17,787	2,134,440
Louisiana.....	125	20	148,329	22,359	161,732	121,299	-----	-----
Maine.....	40,120	6,419	122,387	342,865	205,541	154,156	-----	-----
Maryland.....	1,870	299	200,869	164,051	12,816	9,612	63	7,560
Massachusetts.....	121,595	19,455	600,020	463,995	43,709	32,782	-----	-----
Michigan.....	10,663	1,706	14,738	132,650	74,254	55,690	-----	-----
Mississippi.....	473	76	46,250	50,405	1,072,757	804,568	7	840
Missouri.....	4,130	661	99,454	514,711	46,017	34,513	16,028	1,923,360
New Hampshire.....	257,174	41,148	56,810	248,563	70,856	53,142	-----	-----
New Jersey.....	2,133	341	476,242	607,268	14,174	10,630	-----	-----
New York.....	2,536,299	405,808	912,047	1,761,950	741,546	556,159	4	480
North Carolina.....	9,246	1,479	39,462	34,348	1,584,252	1,188,189	39	4,680
Ohio.....	63,731	10,197	214,004	695,921	60,168	45,126	150	18,000
Pennsylvania.....	22,088	3,534	688,714	723,389	55,231	41,423	44	5,280
Rhode Island.....	277	44	98,298	63,994	6,846	5,135	-----	-----
South Carolina.....	26	4	47,286	35,108	1,026,900	770,175	-----	-----
Tennessee.....	1,032	165	97,183	52,894	369,321	276,991	595	71,400
Texas.....	7	1	12,354	12,505	179,350	134,512	-----	-----
Vermont.....	288,023	46,084	18,853	315,255	104,649	78,487	-----	-----

Virginia.....	11,506	1,841	183,047	177,137	521,579	391,184	139	16,680
Wisconsin.....	15,930	2,549	32,142	4,823	20,657	15,493		
<i>Territories.</i>								
Minnesota.....			150		10,002	7,501		
New Mexico.....			6,679	8,231	15,688	11,766		
Oregon.....	8	2	90,241	1,271	6,566	4,924		
Utah.....	50	9	23,868		289	217		
Total.....	3,497,029	559,525	5,280,030	7,723,186	9,219,901	6,914,925	34,871	4,184,520

## [STATEMENT—Continued.]

States.	Pounds of flax.	Value.	Pounds of maple sugar.	Pounds of cane sugar.	Gallons of molasses.	Value of maple & cane sugar, and molasses.	Pounds of cotton.	Value.
Alabama .....	3,921	\$314	643	87,000	83,428	\$20,198	225,771,600	\$18,061,728
Arkansas .....	12,291	933	9,330	-----	18	470	26,137,600	2,091,008
California .....	-----	-----	-----	-----	-----	-----	-----	-----
Columbia, District of .....	-----	-----	-----	-----	-----	-----	-----	-----
Connecticut .....	17,928	1,434	50,796	-----	665	2,673	-----	-----
Delaware .....	11,174	894	-----	-----	50	10	-----	-----
Florida .....	50	4	-----	2,750,000	352,893	180,579	18,052,400	1,444,192
Georgia .....	5,387	431	50	846,000	216,245	77,091	199,636,400	15,970,912
Illinois .....	160,063	12,805	248,904	-----	8,354	14,116	-----	-----
Indiana .....	584,469	46,758	2,921,192	-----	180,325	182,125	5,600	448
Iowa .....	62,660	5,013	78,407	-----	3,162	4,553	-----	-----
Kentucky .....	2,100,116	168,009	437,405	10,000	30,079	28,286	303,200	24,256
Louisiana .....	-----	-----	255	226,001,000	10,931,177	11,226,288	71,494,800	5,719,584
Maine .....	17,081	1,366	93,542	-----	3,167	5,310	-----	-----
Maryland .....	35,686	2,855	47,740	-----	1,430	2,673	-----	-----
Massachusetts .....	1,162	93	795,525	-----	4,693	40,715	-----	-----
Michigan .....	7,152	572	2,439,794	-----	19,823	125,954	-----	-----
Mississippi .....	665	53	-----	8,000	18,318	3,984	193,716,800	15,497,344
Missouri .....	627,160	50,173	178,910	-----	5,636	10,073	-----	-----
New Hampshire .....	7,652	612	1,298,863	-----	9,811	66,905	-----	-----
New Jersey .....	182,965	14,637	2,197	-----	954	300	-----	-----
New York .....	940,577	75,246	10,357,484	-----	56,539	529,182	-----	-----
North Carolina .....	593,796	47,504	27,932	-----	704	1,537	20,218,000	1,617,440
Ohio .....	446,932	35,755	4,588,209	-----	197,308	268,872	-----	-----
Pennsylvania .....	530,307	42,425	2,326,525	-----	50,652	126,457	-----	-----
Rhode Island .....	85	7	28	-----	4	2	-----	-----
South Carolina .....	333	27	200	77,000	15,904	6,271	120,360,400	9,628,832
Tennessee .....	368,131	29,450	158,557	3,000	7,223	9,492	77,812,800	6,225,024
Texas .....	1,048	84	-----	7,351,000	441,918	382,424	23,228,800	1,858,304
Vermont .....	20,852	1,668	6,349,387	-----	5,997	318,667	-----	-----

Virginia -----	1,000,450	80,036	1,227,665	-----	40,322	69,448	1,578,800	126,304
Wisconsin -----	68,393	5,471	610,976	-----	9,874	32,524	-----	-----
<i>Territories.</i>								
Minnesota -----	-----	-----	2,950	-----	-----	147	-----	-----
New Mexico -----	-----	-----	-----	-----	4,236	847	-----	-----
Oregon -----	640	51	-----	-----	24	5	-----	-----
Utah -----	550	44	-----	-----	58	12	-----	-----
Total -----	7,809,676	624,774	34,253,436	237,133,000	12,700,991	13,738,190	978,317,200	78,265,376

## STATEMENT—Continued.

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REPORT ON THE FINANCES.

States.	Pounds of rough rice.	Value.	Pounds of tobacco.	Value.	Pounds of beeswax and honey.	Value.	Dairy products.		Value.
							Pounds of butter.	Pounds of cheese.	
Alabama .....	2, 312, 252	\$46, 245	164, 990	\$9, 899	897, 021	\$134, 553	4, 008, 811	31, 412	\$723, 158
Arkansas .....	63, 179	1, 264	218, 936	13, 136	192, 338	28, 851	1, 854, 239	30, 088	335, 267
California .....	-----	-----	1, 000	60	-----	-----	705	150	134
Columbia, District of. ....	-----	-----	7, 800	468	550	82	14, 872	1, 500	2, 752
Connecticut .....	-----	-----	1, 267, 624	76, 057	93, 304	13, 996	6, 498, 119	5, 363, 277	1, 437, 825
Delaware .....	-----	-----	-----	-----	41, 248	6, 187	1, 055, 308	3, 187	190, 115
Florida .....	1, 075, 090	21, 502	998, 614	59, 917	18, 971	2, 846	371, 498	18, 015	67, 770
Georgia .....	38, 950, 691	779, 014	423, 924	25, 435	732, 514	109, 877	4, 640, 559	46, 976	837, 649
Illinois .....	-----	-----	841, 394	50, 484	869, 444	130, 417	12, 526, 543	1, 278, 225	2, 318, 689
Indiana .....	-----	-----	1, 044, 620	62, 677	935, 329	140, 299	12, 881, 535	624, 564	2, 349, 905
Iowa .....	-----	-----	6, 041	362	321, 711	48, 257	2, 171, 188	209, 840	401, 306
Kentucky .....	5, 688	114	55, 501, 196	3, 330, 072	1, 158, 019	173, 703	9, 947, 523	213, 954	1, 801, 252
Louisiana .....	4, 425, 349	88, 507	26, 878	1, 613	96, 701	14, 505	683, 069	1, 957	123, 050
Maine .....	-----	-----	-----	-----	189, 618	28, 443	9, 243, 811	2, 434, 454	1, 785, 609
Maryland .....	-----	-----	21, 407, 497	1, 284, 450	74, 802	11, 220	3, 806, 160	3, 975	685, 308
Massachusetts .....	-----	-----	138, 246	8, 295	59, 508	8, 926	8, 071, 370	7, 088, 142	1, 807, 254
Michigan .....	-----	-----	1, 245	75	359, 232	53, 885	7, 065, 878	1, 011, 492	1, 322, 433
Mississippi .....	2, 719, 856	54, 397	49, 960	2, 998	397, 460	59, 619	4, 346, 234	21, 191	783, 382
Missouri .....	700	14	17, 113, 784	1, 026, 827	1, 328, 972	199, 346	7, 834, 359	203, 572	1, 420, 363
New Hampshire .....	-----	-----	50	3	117, 140	17, 571	6, 977, 056	3, 196, 563	1, 415, 698
New Jersey .....	-----	-----	310	19	156, 694	23, 504	9, 487, 210	365, 756	1, 725, 986
New York .....	-----	-----	83, 189	4, 991	1, 755, 830	263, 374	79, 766, 094	49, 741, 413	16, 844, 967
North Carolina .....	5, 465, 868	109, 317	11, 984, 786	719, 087	512, 289	76, 843	4, 146, 290	95, 921	751, 128
Ohio .....	-----	-----	10, 454, 449	627, 267	804, 275	120, 641	34, 449, 379	20, 819, 542	7, 241, 865
Pennsylvania .....	-----	-----	912, 651	54, 759	839, 509	125, 926	39, 878, 418	2, 505, 034	7, 303, 367
Rhode Island .....	-----	-----	-----	-----	6, 347	952	995, 670	316, 508	195, 046
South Carolina .....	159, 930, 613	3, 198, 612	74, 285	4, 457	216, 281	32, 442	2, 981, 850	4, 970	536, 981
Tennessee .....	258, 854	5, 177	20, 148, 932	1, 208, 936	1, 036, 572	155, 486	8, 139, 585	177, 681	1, 474, 009

Texas.....	88,203	1,764	66,897	4,014	380,825	57,124	2,344,900	95,299	426,847
Vermont.....					249,422	37,413	12,137,980	8,720,834	2,620,878
Virginia.....	17,154	343	56,803,227	3,408,194	880,767	132,115	11,089,359	436,292	2,017,899
Wisconsin.....			1,268	76	131,005	19,651	3,633,750	400,283	674,089
<i>Territories.</i>									
Minnesota.....					80	12	1,100		198
New Mexico.....			8,467	508	2		111	5,848	312
Oregon.....			325	19			211,464	36,980	39,913
Utah.....			70	4	10	2	83,309	30,998	16,546
Total .....	215,313,497	4,306,270	199,752,655	11,985,159	14,853,790	2,228,068	313,345,306	105,535,893	61,678,950



## STATEMENT—Continued.

States.	One-fourth value of live stock.	Pounds of wool.	Value.	Pounds of silk cocoons.	Value.	Bushels of flax seed.	Value.
Alabama .....	\$5,422,528	657,118	\$197,135	167	\$167	69	\$110
Arkansas .....	1,661,992	182,595	54,779	38	38	321	514
California .....	837,764	5,520	1,656				
Columbia, District of .....	17,911	525	158				
Connecticut .....	1,866,872	497,454	149,236	328	328	703	1,125
Delaware .....	462,320	57,768	17,330			904	1,446
Florida .....	720,015	23,247	6,974	6	6		
Georgia .....	6,432,104	990,019	297,006	813	813	622	995
Illinois .....	6,052,315	2,150,113	645,034	47	47	10,787	17,259
Indiana .....	5,619,639	2,610,287	783,086	387	387	36,888	59,021
Iowa .....	922,319	373,898	112,169	246	246	1,959	3,134
Kentucky .....	7,415,359	2,297,433	689,230	1,281	1,281	75,801	121,282
Louisiana .....	2,788,069	109,897	32,969	29	29		
Maine .....	2,426,431	1,364,034	409,210	252	252	580	928
Maryland .....	1,999,408	477,438	143,231	39	39	2,446	3,914
Massachusetts .....	2,411,928	585,136	175,541	7	7	72	115
Michigan .....	2,002,183	2,043,283	612,985	108	108	519	830
Mississippi .....	4,850,916	559,619	167,886	2	2	26	42
Missouri .....	4,971,895	1,627,164	488,149	186	186	13,696	21,914
New Hampshire .....	2,217,975	1,108,476	332,543	191	191	180	288
New Jersey .....	2,669,823	375,396	112,619	23	23	16,525	26,440
New York .....	18,392,625	10,071,301	3,021,390	1,774	1,774	57,963	92,741
North Carolina .....	4,429,412	970,738	291,221	229	229	38,196	61,114
Ohio .....	11,030,435	10,196,371	3,058,911	1,552	1,552	188,880	302,208
Pennsylvania .....	10,375,013	4,481,570	1,344,471	285	285	41,728	66,765
Rhode Island .....	383,159	129,692	38,908				
South Carolina .....	3,765,004	487,233	146,170	123	123	55	88
Tennessee .....	7,494,504	1,364,378	409,313	1,923	1,923	18,904	30,246
Texas .....	2,603,232	131,917	39,575	22	22	26	41
Vermont .....	3,160,807	3,400,717	1,020,215	268	268	936	1,497

Virginia.....	8,414,165	2,860,765	858,230	517	517	52,318	83,709
Wisconsin.....	1,224,346	253,963	76,189			1,191	1,906
<i>Territories.</i>							
Minnesota.....	23,215	85	26				
New Mexico.....	373,657	32,901	9,870				
Oregon.....	469,047	29,686	8,906				
Utah.....	136,742	9,222	2,767			5	8
Total.....	136,045,129	52,516,959	15,755,088	10,843	10,843	562,300	899,680

## STATEMENT—Continued.

States.	Bushels of clover seed.	Value.	Bushels of other grass seeds.	Value.	Gallons of wine.	Value.
Alabama .....	138	\$414	547	\$1,641	220	\$440
Arkansas .....	90	270	436	1,308	35	70
California .....					58,055	116,110
Columbia, District of .....	3	9			863	1,726
Connecticut .....	13,841	41,523	16,628	49,884	4,269	8,538
Delaware .....	2,525	7,575	1,403	4,209	145	290
Florida .....			2	6	10	20
Georgia .....	132	396	428	1,284	796	1,592
Illinois .....	3,427	10,281	14,380	43,140	2,997	5,994
Indiana .....	18,320	54,960	11,951	35,853	14,055	28,110
Iowa .....	342	1,026	2,096	6,288	420	840
Kentucky .....	3,230	9,690	21,481	64,443	8,093	16,186
Louisiana .....	2	6	97	291	15	30
Maine .....	9,097	27,291	9,214	27,642	724	1,448
Maryland .....	15,217	45,651	2,561	7,683	1,431	2,862
Massachusetts .....	1,002	3,006	5,085	15,255	4,688	9,376
Michigan .....	16,989	50,967	9,285	27,855	1,654	3,308
Mississippi .....	84	252	533	1,599	407	814
Missouri .....	619	1,857	4,346	13,038	10,563	21,126
New Hampshire .....	829	2,487	8,071	24,213	344	688
New Jersey .....	28,280	84,840	63,051	189,153	1,811	3,622
New York .....	88,222	264,666	96,493	289,479	9,172	18,344
North Carolina .....	576	1,728	1,275	3,825	11,058	22,116
Ohio .....	103,197	309,591	37,310	111,930	48,207	96,414
Pennsylvania .....	125,030	375,090	53,913	161,739	25,590	51,180
Rhode Island .....	1,328	3,984	3,708	11,124	1,013	2,026
South Carolina .....	376	1,128	30	90	5,880	11,760
Tennessee .....	5,096	15,288	9,118	27,354	92	184
Texas .....	10	30			99	198
Vermont .....	760	2,280	14,936	44,808	659	1,318

Virginia .....	29,727	89,181	23,428	70,284	5,408	10,816
Wisconsin .....	483	1,449	5,003	15,009	113	226
<i>Territories.</i>						
Minnesota .....						
New Mexico .....					2,363	4,726
Oregon .....	4	12	22	66		
Utah .....	2	6				
Total .....	468,878	1,406,634	416,831	1,250,493	221,249	442,498

*Recapitulation of statements numbers 39 and 40, exhibiting the quantities and values of the agricultural productions of the United States for the decades of 1840 and 1850, with an estimate thereof for 1855, and the total amount of the productions for all the States and Territories for 1840 and 1850.*

Years.	Population.	Bushels of wheat.	Value of wheat.	Bushels of Rye	Value of Rye.	Bushels of Oats.	Value of Oats.	Bushels of Corn.	Value of Corn.
1840.....	17,069,453	84,823,272	\$68,033,934	18,645,567	\$10,575,500	123,071,341	\$37,474,581	377,531,875	\$132,749,612
1850.....	23,191,876	100,485,844	90,437,260	14,188,813	9,932,169	146,584,179	51,304,463	592,071,104	296,035,552
1855.....	27,185,517	109,665,678	.....	.....	.....	160,365,053	.....	717,812,546	.....

Years.	Population.	Bushels Irish and sweet potatoes.	Value of Irish and sweet potatoes.	Bushels of barley.	Value of barley.	Bushels of buckwheat.	Value of buckwheat.	Tons of hay.	Value of hay.
1840.....	17,069,453	108,298,060	\$23,998,445	4,161,504	\$2,391,702	7,291,743	\$4,226,830	10,248,108	\$80,791,732
1850.....	23,191,876	104,066,043	45,453,232	5,167,015	3,875,261	8,956,912	5,374,147	13,838,242	138,382,420
1855.....	27,185,517	.....	.....	5,755,759	.....	9,932,868	.....	15,942,420	.....

Years.	Population.	Pounds of hops.	Value of hops.	Market produce.	Orchard produce.	Tons of flax and hemp.	Value of flax and hemp.	Pounds of maple and cane sugar.	Value of maple and cane sugar.
1840.....	17,069,453	1,238,502	\$471,801	\$2,601,196	\$7,256,904	95,251 <sup>3</sup> / <sub>4</sub>	\$8,790,001	155,100,809	\$6,907,094
1850.....	23,191,876	3,497,429	559,525	5,280,030	7,723,186	38,357 <sup>3</sup> / <sub>4</sub>	4,809,294	271,386,436	13,738,190
1855.....	27,185,517	4,820,752	.....	6,850,095	7,996,474	.....	.....	339,541,442	.....

Years.	Population.	Pounds of cotton.	Value of cotton.	Pounds of rice.	Value of rice.	Pounds of tobacco.	Value of tobacco.	Pounds bees-wax and honey.	Value bees-wax and honey.	Dairy products.
1840.....	17,069,453	790,479,275	\$57,183,410	80,841,422	\$2,045,518	219,163,319	\$10,547,715	†628,303	\$125,660	\$33,787,008
1850.....	23,191,876	978,317,200	78,265,376	*215,313,497	4,306,270	199,752,655	11,985,159	14,853,790	2,228,668	61,678,950
1855.....	27,185,517	1,088,409,008	.....	294,127,580	.....	.....	.....	.....	.....	78,026,417

Years.	Population.	One-fourth value of live stock.	Pounds of wool.	Value of wool.	Pounds of silk cocoons.	Value of silk cocoons.	Gallons of wine.	Value of wine.	Value of poultry.	Value of nursery products.
1840.....	17,069,453	\$109,610,979	35,802,114	\$11,345,317	61,652½	\$61,653	124,734	\$249,468	\$9,344,410	\$593,534
1850.....	23,191,876	136,045,129	52,516,959	15,755,088	10,843	10,843	221,249	442,498	.....	.....
1855.....	27,185,517	151,538,684	61,560,379	.....	.....	.....	277,816	.....	.....	.....

Years.	Population.	Bushels of peas and beans.	Value of peas and beans.	Bushels of flaxseed.	Value of flaxseed.	Bushels of clover seed.	Value of clover seed.	Bushels of ether grass seed.	Value of ether grass seed.	Total value of agricultural products.
1840.....	17,069,453	.....	.....	.....	.....	.....	.....	.....	.....	\$621,163,977
1850.....	23,191,876	9,219,901	\$6,914,925	562,300	\$899,680	468,878	\$1,406,634	416,831	\$1,250,493	994,093,842
1855.....	27,185,517	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* The census of 1840 gives the marketable rice; the census of 1850 gives the rough rice.

† The census of 1840 gives only the beeswax produced.

## No. 42.

*Statement exhibiting the number of acres employed in the production of the different crops in the States and Territories, their total product and value, together with the product and value per acre, for the year 1850.*

Products.	Number of acres.	Product of each crop.	Description.	Value of crop.	Product per acre.	Value of products per acre.
Indian corn.....	31,000,000	592,071,104	bushels ..	\$296,035,552	19 1-10 bus.	\$9 55
Meadow or pasture lands—that proportion which is regarded improved and exclusive of hay crops .....	20,000,000	.....	.....	.....	.....	.....
Hay .....	13,000,000	13,838,242	tons .....	138,382,420	1 1-16 tons..	10 62½
Wheat .....	11,000,000	100,485,844	bushels ..	90,437,260	9½ bush....	8 21
Oats .....	7,500,000	146,584,179	...do....	51,304,463	19½ bush...	6 82½
Cotton .....	5,000,000	978,317,200	pounds ..	78,265,376	195½ lbs ..	15 64
Rye .....	1,200,000	14,188,813	bushels ..	9,932,169	11 4-5 bush.	8 26
Peas and beans.....	1,000,000	9,219,901	...do....	6,914,925	9 1-5 bush..	6 90
Irish potatoes.....	1,000,000	65,797,895	...do....	26,319,158	65½ bush...	26 30
Sweet potatoes.....	750,000	38,268,148	...do....	19,134,074	51 bush....	25 50
Buckwheat .....	600,000	8,956,912	...do....	5,374,147	15 bush....	9 00
Tobacco .....	400,000	199,752,655	pounds ..	11,985,159	499¾ lbs ..	29 96
Sugar .....	400,000	237,133,000	...do....	9,485,320	592 4-5 lbs.	23 71
Barley .....	300,000	5,167,015	bushels ..	3,675,261	17 1-5 bush.	12 99
Rice .....	175,000	215,313,497	pounds ..	4,306,270	1,230 2-5 lbs.	24 61
Hemp .....	110,000	34,871	tons .....	4,184,520	634 lbs....	38 04
Flax .....	100,000	7,809,676	pounds ..	624,774	78 lbs.....	6 25
Orchards .....	500,000	.....	.....	7,723,186	.....	15 45
Gardens .....	500,000	.....	.....	5,280,030	.....	10 56
Vineyards .....	250,000	221,249	gallons ..	442,498	3½ quarts ..	1 77
Other products.....	1,000,000	.....	.....	.....	.....	.....
Improved but not in actual cultivation .....	17,247,614	.....	.....	.....	.....	.....
	113,032,614	.....	.....	.....	.....	.....

*Statement exhibiting the number of farms, plantations, &c., number of acres of improved and unimproved land; average number of acres to each farm; cash value of farms; value of farming implements and machinery; average value of farms; average value of farming implements and machinery; average value of farms, implements, and machinery to each State and Territory, and the average in all the States and Territories in 1850, as taken from the last census.*

States and Territories.	Census 1850.	Plantations, farms, &c.	Acres of improved land.	Acres of unimproved land.	Average number of acres to each farm.	Cash value of farms.	Value of farming implements and machinery.	Average value of farms.	Average value of farming implements and machinery.	Average value of farms, implements, and machinery.
Alabama.....	771,623	41,946	4,435,614	7,702,067	289	\$64,323,224	\$5,125,663	\$1,533	\$122	\$1,655
Arkansas.....	209,897	17,758	781,530	1,816,684	146	15,265,245	1,601,296	860	90	950
California.....	92,597	872	32,454	3,861,531	4,466	3,874,041	103,483	4,443	118	4,561
Columbia, District of....	51,687	267	16,267	11,187	103	1,730,460	40,220	6,481	151	6,632
Connecticut.....	370,792	22,445	1,768,178	615,701	106	72,726,422	1,892,541	3,240	84	3,324
Delaware.....	91,532	6,063	580,862	375,282	158	18,880,031	510,279	3,114	84	3,198
Florida.....	87,445	4,304	349,049	1,246,240	371	6,323,109	658,795	1,469	153	1,622
Georgia.....	906,185	51,759	6,378,479	16,442,900	441	95,753,445	5,894,150	1,850	114	1,964
Illinois.....	851,470	76,208	5,039,545	6,997,867	158	96,133,290	6,405,561	1,261	84	1,345
Indiana.....	988,416	93,896	5,046,543	7,746,879	136	136,385,173	6,704,444	1,453	71	1,524
Iowa.....	192,214	14,805	824,682	1,911,302	185	16,657,567	1,172,869	1,125	79	1,204
Kentucky.....	982,405	74,777	5,968,270	10,981,478	227	155,021,262	5,169,039	2,073	69	2,142
Louisiana.....	517,762	13,422	1,590,025	3,399,018	372	75,814,398	11,576,938	5,648	863	6,511
Maine.....	583,169	46,760	2,039,596	2,515,797	97	54,861,748	2,284,557	1,173	49	1,222
Maryland.....	583,034	21,860	2,797,905	1,836,445	212	87,178,545	2,463,443	3,988	113	4,101
Massachusetts.....	994,514	34,069	2,133,436	1,223,576	99	109,076,347	3,209,584	3,202	94	3,296
Michigan.....	397,654	34,089	1,929,110	2,454,780	129	51,872,446	2,891,371	1,521	85	1,606
Mississippi.....	606,526	33,960	3,444,358	7,046,061	309	54,738,634	5,762,927	1,612	170	1,782
Missouri.....	682,044	54,458	2,938,425	6,794,245	176	63,225,543	3,981,525	1,161	73	1,234
New Hampshire.....	317,976	29,229	2,251,488	1,140,886	116	55,245,997	2,314,125	1,890	79	1,969



## STATEMENT—Continued.

States and Territories.	Census 150.	Plantations, farms, &c.	Acres of im- proved land.	Acres of unim- proved land.	Average number of acres to each farm.	Cash value of farms.	Value of farming im- plements and ma- chinery.	Average value of farms.	Average value of farming implements and machinery.	Average value of farms, implements, and machinery.
New Jersey.....	489,555	23,905	1,767,991	984,955	115	\$120,237,511	\$4,425,503	\$5,030	\$185	\$5,215
New York.....	3,097,394	170,621	12,408,964	6,710,120	113	554,546,642	22,084,926	3,250	129	3,379
North Carolina.....	869,039	56,963	5,453,975	15,543,008	369	67,891,766	3,931,532	1,192	69	1,261
Ohio.....	1,980,329	143,807	9,851,493	8,146,000	125	358,758,603	12,750,585	2,495	88	2,583
Pennsylvania.....	2,311,786	127,577	8,623,619	6,294,728	117	407,876,099	14,722,541	3,197	115	3,312
Rhode Island.....	147,545	5,385	356,487	197,451	103	17,070,862	497,201	3,170	92	3,262
South Carolina.....	668,507	29,697	4,072,551	12,145,059	541	82,431,684	4,136,354	2,751	138	2,889
Tennessee.....	1,002,717	72,735	5,175,173	13,808,849	261	97,851,212	5,360,210	1,345	74	1,419
Texas.....	212,592	12,198	643,976	10,852,363	942	16,550,008	2,151,704	1,357	176	1,533
Vermont.....	314,120	29,763	2,601,409	1,524,413	139	63,367,227	2,739,282	2,129	92	2,221
Virginia.....	1,421,661	77,013	10,360,135	15,792,176	340	216,401,543	7,021,772	2,810	91	2,901
Wisconsin.....	305,391	20,177	1,045,499	1,931,159	148	28,528,563	1,641,568	1,414	81	1,495
<i>Territories.</i>										
Minnesota.....	6,077	157	23,846	23,846	184	161,948	15,981	1,031	102	1,133
New Mexico.....	61,547	3,750	166,201	124,370	77	1,653,922	77,960	441	21	462
Oregon.....	13,394	1,164	132,857	299,951	372	2,849,170	183,423	2,448	157	2,605
Utah.....	11,380	926	16,333	30,516	51	311,799	84,288	337	91	428
	23,191,876	1,449,075	113,032,614	180,528,000	203	3,271,575,426	151,587,638	2,258	105	2,362

No. 44.—Statement exhibiting the number of establishments, capital employed, raw material used, hands employed, average wages per month, and product of the manufactures of wool for 1850, as taken from the census for that decade; also the product of the manufactures of wool for 1840, the increase for ten years, the decrease for ten years, and an estimate for 1855.

States, &c.	Establishments.	Capital.	Raw material used.			Hands employed.	
			Pounds of wool.	Tons of coal.	Value of raw material.	Males.	Female.
Arkansas.....	1	\$700 00	5,600	.....	\$1,630 00	2	.....
Columbia, District of.....	149	3,773,950 00	9,414,100	7,912	3,325,729 00	2,907	2,581
Connecticut.....	8	148,500 00	393,000	45	204,172 00	122	18
Delaware.....	3	68,000 00	153,816	.....	30,392 00	40	38
Georgia.....	16	154,500 00	396,964	987	115,367 00	124	54
Illinois.....	33	171,545 00	413,350	90	120,486 00	189	57
Indiana.....	1	10,000 00	14,500	.....	3,500 00	7	.....
Iowa.....	25	249,820 00	673,900	.....	205,287 00	256	62
Kentucky.....	36	467,600 00	1,438,434	.....	495,940 00	310	314
Maine.....	38	244,000 00	430,300	100	165,568 00	262	100
Maryland.....	119	9,089,342 00	22,229,952	15,400	8,671,671 00	6,167	4,963
Massachusetts.....	15	94,000 00	162,250	.....	43,402 00	78	51
Michigan.....	1	20,000 00	80,000	1,071	16,000 00	15	10
Missouri.....	61	2,437,700 00	3,604,103	3,600	1,267,329 00	526	1,201
New Hampshire.....	41	494,274 00	1,510,289	1,889	545,367 00	411	487
New Jersey.....	249	4,459,370 00	12,538,786	.....	3,838,292 00	4,262	2,412
New York.....	1	18,000 00	30,000	.....	13,950 00	15	15
North Carolina.....	130	870,220 00	1,657,726	2,110	578,423 00	903	298
Ohio.....	380	3,005,664 00	7,560,379	10,777	3,282,718 00	3,490	2,236
Pennsylvania.....	45	1,013,000 00	4,103,370	2,032	1,469,900 00	987	771
Rhode Island.....	.....	.....	.....	.....	.....	.....	.....
South Carolina.....	4	10,900 00	6,200	.....	1,675 00	15	2
Tennessee.....	1	8,000 00	30,000	.....	10,000 00	4	4
Texas.....	72	886,300 00	2,328,100	.....	830,634 00	683	710
Vermont.....	121	392,640 00	1,554,110	357	488,899 00	478	190
Virginia.....	9	31,225 00	134,200	.....	32,630 00	25	.....
Wisconsin.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1,559	28,118,650 00	70,862,829	46,370	25,755,991 00	22,678	16,574

## STATEMENT—Continued.

States, &c.	Average wages per month.		1850.	1840.	Increase in ten years.	Decrease in ten years.	Estimate of woolen manufactures for 1855.
	Male.	Female.	Products.	Products.			
Arkansas.....				\$129 00		\$129 00	
Columbia, District of.....	\$30 00		\$2,400 00		\$2,400 00		
Connecticut.....	24 12	\$12 86	6,465,216 00	2,494,313 00	3,970,903 00		
Delaware.....	18 79	17 33	251,000 00	104,700 00	146,300 00		
Georgia.....	27 47	14 10	88,750 00	3,000 00	85,750 00		
Illinois.....	22 00	12 52	206,572 00	9,540 00	197,032 00		
Indiana.....	21 81	11 05	205,802 00	58,867 00	146,935 00		
Iowa.....	11 14		13,000 00		13,000 00		
Kentucky.....	15 30	11 11	318,819 00	151,246 00	167,573 00		
Maine.....	22 57	11 77	753,300 00	412,366 00	340,934 00		
Maryland.....	18 60	11 89	295,140 00	235,900 00	59,240 00		
Massachusetts.....	22 95	14 22	12,770,565 00	7,082,898 00	5,687,667 00		
Michigan.....	21 65	11 47	90,242 00	9,734 00	80,508 00		
Missouri.....	32 00	6 50	56,000 00	13,750 00	42,250 00		
New Hampshire.....	22 86	14 53	2,127,745 00	795,784 00	1,331,961 00		
New Jersey.....	25 22	8 60	1,164,446 00	440,710 00	723,736 00		
New York.....	19 97	11 76	7,030,604 00	3,537,337 00	3,493,267 00		
North Carolina.....	18 00	7 00	23,750 00	3,900 00	19,850 00		
Ohio.....	20 14	10 90	1,111,027 00	685,757 00	425,270 00		
Pennsylvania.....	19 23	10 41	5,321,866 00	2,319,061 00	3,002,805 00		
Rhode Island.....	20 70	15 18	2,381,825 00	842,172 00	1,539,653 00		
South Carolina.....				1,000 00		1,000 00	
Tennessee.....	17 66	6 00	6,310 00	14,290 00		7,980 00	
Texas.....	20 00	20 00	15,000 00		15,000 00		
Vermont.....	24 46	11 81	1,579,161 00	1,331,953 00	247,208 00		
Virginia.....	18 17	9 91	841,013 00	147,792 00	693,221 00		
Wisconsin.....	22 48		87,992 00		87,992 00		
Florida.....				800 00		800 00	
Total.....			43,207,545 00	20,696,999 00	22,520,455 00	9,909 00	\$56,406,786

No. 45.—*Statement exhibiting the foreign importations and exportations, domestic exportations and home consumption of foreign wool, the foreign importations and exportations and home consumption of foreign woolen manufactures, the estimate of the raw material contained in the foreign manufactures of wool consumed in the United States, the number of pounds of domestic wool consumed, and an estimate of the total consumption of wool consumed in the United States of domestic growth, foreign importations, and one-third of the foreign manufactured articles.*

WOOL, UNMANUFACTURED.					WOOL, MANUFACTURES OF.				WOOL, DOMESTIC.		
Years.	Foreign imported.	Foreign exported.	Domestic exported.	Home consumption of foreign wool.	Foreign imported.	Foreign exported.	Home consumption.	Estimate value of raw material.	Pounds.	Value.	Total consumption of wool.
1840.....	\$846,076	\$26,246	.....	\$819,830	\$9,071,184	\$418,399	\$8,652,785	\$2,884,262	35,802,114	\$11,345,317	\$15,049,409
1841.....	1,091,953	44,226	.....	1,047,727	11,001,939	171,814	10,830,125	3,610,042	.....	.....	.....
1842.....	797,382	90,865	.....	706,517	8,375,725	145,123	8,230,602	2,743,534	.....	.....	.....
1843.....	248,679	34,651	.....	214,028	2,472,154	61,997	2,410,157	803,386	.....	.....	.....
1844.....	851,460	.....	.....	851,460	9,475,782	67,483	9,408,299	3,136,100	.....	.....	.....
1845.....	1,689,794	22,153	.....	1,667,641	10,666,176	156,646	10,509,530	3,503,176	.....	.....	.....
1846.....	1,134,226	41,571	\$203,996	1,092,655	10,083,819	147,894	9,935,925	3,311,975	.....	.....	.....
1847.....	555,822	37,302	89,460	518,520	10,998,933	315,894	10,683,039	3,561,013	.....	.....	.....
1848.....	857,034	1,840	57,497	855,194	15,240,833	179,781	15,061,052	5,020,351	.....	.....	.....
1849.....	1,177,347	6,891	81,015	1,170,456	13,704,606	201,404	13,503,202	4,501,067	.....	.....	.....
1850.....	1,681,691	.....	22,778	1,681,691	17,151,509	174,934	16,976,575	5,658,858	52,516,959	15,755,088	23,072,859
1851.....	3,833,157	7,966	.....	3,825,191	19,507,309	267,379	19,239,930	6,413,310	.....	.....	.....
1852.....	1,930,711	54,285	14,308	1,876,426	17,573,694	256,878	17,316,816	5,772,272	.....	.....	.....
1853.....	2,669,718	51,387	26,567	2,618,331	27,621,911	343,989	27,277,922	9,092,641	.....	.....	.....
1854.....	2,822,185	41,668	33,895	2,780,517	32,382,594	1,262,897	31,119,697	10,373,232	.....	.....	.....
1855.....	2,072,139	131,442	27,802	1,940,697	24,404,149	1,106,765	23,297,384	7,765,795	61,560,379	23,392,944	33,071,634
1856.....	1,665,064	14,997	27,455	1,650,067	31,961,793	1,256,632	30,705,161	10,235,054	.....	.....	.....
Yearly average.	1,524,967	40,499	58,477	1,489,408	15,982,006	384,465	15,597,541	5,199,180	.....	.....	.....

## No. 46.

*Statement exhibiting the population, manufactures of wool in the United States, with an allotment per capita thereof; the domestic wool, and an allotment per capita; home consumption of foreign wool, and the allotment per capita; total home consumption of foreign and domestic wool, and an allotment per capita; manufactures of wool imported and consumed in the United States, and an allotment per capita thereof; total consumption of foreign and domestic woollen manufactures, and the allotment per capita; and the total consumption of foreign and domestic wool, and one-third the value of the foreign woollen imports, (which represents the estimated value of the raw material therein,) together with an allotment per capita thereof, for the years 1840, 1850, and 1855.*

Years.	Population.	Manufactures of wool in the U. States.	Allotment per capita of the domestic woolen manu- factures.	Domestic wool.	Allotment per capita of domestic wool produced.	Home consumption of foreign wool.	Allotment per capita of home consump- tion of foreign wool.
1840 ----	17,069,453	20,696,999	\$1 21 <sup>35</sup> / <sub>100</sub>	11,345,317	\$0 66 <sup>46</sup> / <sub>100</sub>	\$819,830	\$0 04 <sup>80</sup> / <sub>100</sub>
1850 ----	23,191,876	43,207,545	1 86 <sup>30</sup> / <sub>100</sub>	15,755,088	67 <sup>25</sup> / <sub>100</sub>	1,681,691	07 <sup>30</sup> / <sub>100</sub>
1855 ----	27,185,517	56,406,786	2 07 <sup>15</sup> / <sub>100</sub>	23,392,944	86 <sup>23</sup> / <sub>100</sub>	1,940,697	07 <sup>15</sup> / <sub>100</sub>

  

Years.	Total consumption of foreign and do- mestic wool.	Allotment of the total consumption of foreign and do- mestic wool.	Manufactures of wool imported and con- sumed in the U. States.	Allotment per capita of woollen manu- factures imported in United States.	Total consumption of foreign and do- mestic woollen manufactures in the United States.	Allotment per capita of the total con- sumption of for- eign and domestic manufactures in the United States.	Total consumption of foreign and domes- tic wool, and one- third the value of the foreign woollen imports, which is estimated as the value of the raw material therein.	Allotment per capita of the estimated consumption of wool in the United States.
1840 ----	\$12,165,147	\$0 71 <sup>28</sup> / <sub>100</sub>	\$8,652,785	\$0 50 <sup>50</sup> / <sub>100</sub>	\$29,349,784	\$1 71 <sup>28</sup> / <sub>100</sub>	\$15,049,409	\$0 88 <sup>10</sup> / <sub>100</sub>
1850 ----	17,436,779	75 <sup>15</sup> / <sub>100</sub>	16,976,575	73 <sup>30</sup> / <sub>100</sub>	60,184,120	2 59 <sup>50</sup> / <sub>100</sub>	23,072,859	99 <sup>40</sup> / <sub>100</sub>
1855 ----	25,333,641	93 <sup>15</sup> / <sub>100</sub>	23,297,384	85 <sup>15</sup> / <sub>100</sub>	79,704,170	2 93 <sup>15</sup> / <sub>100</sub>	33,071,634	1 21 <sup>15</sup> / <sub>100</sub>

*Statement exhibiting the number of pounds of wool produced and its value; the number of pounds of domestic wool exported and its value, and the home consumption. The number of pounds of wool imported and its value; the number of pounds of foreign wool re-exported and its value, and the home consumption, with the value thereof. The value of imported woollen manufactures and those re-exported, and the home consumption, together with the total number of pounds of domestic and imported wool consumed, and the total value of domestic and imported wool and imported woollen manufactures consumed in the States and Territories for the years 1840, 1850, and 1855.*

	1840.		1850.		1855.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Wool produced .....	35,802,114	\$11,345,317	52,516,959	\$15,755,088	61,560,379	\$23,392,944
Wool exported .....			35,898	22,778	88,886	27,802
Home consumption .....	35,802,114	11,345,317	52,481,061	15,732,310	61,471,493	23,365,142
Wool imported .....	9,898,740	846,076	18,669,794	1,681,691	18,534,415	2,072,139
Wool re-exported .....	85,528	26,246			728,904	131,442
Home consumption .....	9,813,212	819,830	18,669,794	1,681,691	17,805,511	1,940,697
Woollen manufactures imported .....		10,351,189		18,805,318		24,404,149
Woollen manufactures re-exported .....		379,321		190,729		1,106,765
Home consumption .....		9,971,868		18,614,589		23,297,384

## STATEMENT—Continued.

	1840.		1850.		1855.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
<i>Recapitulation.</i>						
Consumption of domestic wool .....	35,802,114	\$11,345,317	52,481,061	\$15,732,310	61,471,493	\$23,365,142
Consumption of imported wool .....	9,813,212	819,830	18,669,794	1,681,691	17,805,511	1,940,697
Consumption of imported woollen manufactures.....	-----	9,971,868	-----	18,614,589	-----	23,297,384
	45,615,326	22,137,015	71,150,855	36,028,590	79,277,004	48,603,223

## NOTES.

The total consumption of foreign wool in England in 1855, was 66,000,000 pounds. Total production of woollens, \$180,000,000; and exports of woollens, \$48,000,000.

The total consumption of foreign wool in France in 1855, was 77,300,000 pounds. Total production of woollens, \$200,000,000; and exports of woollens, \$38,000,000.

The total consumption of foreign wool in the United States in 1853-'54, was 20,000,000 pounds; in 1854-'55, was 18,500,000 pounds. Total production of woollens in the United States in 1853-'54, was \$50,000,000; in 1854-'55, \$48,000,000. Total import of woollens in the United States in 1853-'54, was \$32,382,589; and in 1854-'55, \$24,404,149.

Of the value of woollen imports for the year 1840, the sum of \$1,729,792 was for silk and worsted goods.

Of the value of woollen imports for the year 1850, the sum of \$1,653,809 was for silk and worsted.

Of the value of woollen goods re-exported in 1855, the sum of \$118,557 was for silk and worsted.

The value of wool produced in 1855 is based upon the average price in New York—38 cents per pound—for that year.



No. 48.—*Statement exhibiting the number of establishments, capital employed, raw material used, hands employed, average wages per month, and the product of the manufactures of cotton for 1850, as given by the census for that decade; also the product of the manufactures of cotton for 1840, increase in ten years, decrease in ten years, and an estimate of the manufactures of cotton for 1855.*

States, &c.	Establishments.	Capital.	Raw material used.			Hands employed.	
			Bales of cotton, 400 pounds.	Tons of coal.	Value of raw material.	Male.	Female.
Alabama .....	12	\$651,900 00	5,208	.....	\$237,081 00	346	369
Arkansas.....	3	16,500 00	170	.....	8,975 00	13	18
Columbia, District of.....	1	85,000 00	960	.....	67,000 00	41	103
Connecticut.....	128	4,219,100 00	39,483	2,866	2,500,062 00	2,708	3,478
Delaware.....	12	460,100 00	4,730	1,920	312,068 00	413	425
Florida.....	.....	80,000 00	600	.....	30,000 00	28	67
Georgia.....	35	1,736,156 00	20,230	1,000	900,419 00	873	1,399
Indiana.....	2	43,000 00	675	300	28,220 00	38	57
Kentucky.....	8	239,000 00	3,760	720	180,907 00	181	221
Louisiana.....	.....	.....	.....	.....	.....	.....	.....
Maine.....	12	3,329,700 00	31,531	2,921	1,573,110 00	780	2,959
Maryland.....	24	2,236,000 00	23,325	2,212	1,165,579 00	1,008	2,014
Massachusetts.....	213	28,455,630 00	223,607	46,545	11,289,309 00	9,293	19,437
Mississippi.....	2	38,000 00	430	.....	21,500 00	19	17
Missouri.....	2	102,000 00	2,160	1,658	86,446 00	75	80
New Hampshire.....	44	10,950,500 00	83,026	7,679	4,839,429 00	2,911	9,211
New Jersey.....	21	1,483,500 00	14,437	4,467	666,645 00	616	1,096
New York.....	86	4,176,920 00	37,778	1,539	1,985,973 00	2,632	3,688
North Carolina.....	28	1,058,800 00	13,617	.....	531,903 00	442	1,177
Ohio.....	8	297,000 00	4,270	2,152	237,060 00	132	269
Pennsylvania.....	208	4,528,925 00	44,162	24,189	3,152,530 00	3,564	4,099
Rhode Island.....	158	6,675,000 00	50,713	13,116	3,484,579 00	4,959	5,916
South Carolina.....	18	857,200 00	9,929	.....	295,971 00	399	620
Tennessee.....	33	669,600 00	6,411	3,010	297,500 00	310	581
Vermont.....	9	202,500 00	2,243	.....	114,415 00	94	147
Virginia.....	27	1,908,900 00	17,785	4,805	828,375 00	1,275	1,688
Total.....	1,094	74,500,931 00	641,240	121,099	34,835,056 00	33,150	59,136



## STATEMENT—Continued.

States, &c.	Average wages per month.		1850.	1840.	Increase in ten years.	Decrease in ten years.	Estimate of cotton manufactures in 1855.
	Male.	Female.	Products.	Products.			
Alabama.....	\$11 71	\$7 98	\$382,260 00	\$17,547 00	\$364,713 00	.....	.....
Arkansas.....	14 61	5 88	16,637 00	.....	16,637 00	.....	.....
Columbia, District of.....	14 02	8 00	100,000 00	.....	100,000 00	.....	.....
Connecticut.....	19 08	11 80	4,257,522 00	2,715,964 00	1,541,558 00	.....	.....
Delaware.....	15 31	11 58	538,439 00	332,272 00	206,167 00	.....	.....
Florida.....	32 14	5 00	49,920 00	.....	49,920 00	.....	.....
Georgia.....	14 57	7 39	2,135,044 00	304,342 00	1,830,702 00	.....	.....
Indiana.....	13 02	6 77	44,200 00	135,400 00	.....	\$91,200 00	.....
Kentucky.....	14 95	9 36	273,439 00	329,380 00	.....	55,941 00	.....
Louisiana.....	.....	.....	.....	18,900 00	.....	18,900 00	.....
Maine.....	29 35	12 15	2,596,356 00	970,397 00	1,625,959 00	.....	.....
Maryland.....	15 42	9 48	2,120,504 00	1,150,580 00	969,924 00	.....	.....
Massachusetts.....	22 90	13 60	19,712,461 00	16,553,423 00	3,159,038 00	.....	.....
Mississippi.....	14 21	5 94	30,500 00	1,744 00	28,756 00	.....	.....
Missouri.....	10 93	10 00	142,900 00	.....	142,900 00	.....	.....
New Hampshire.....	26 00	13 47	8,830,619 00	4,142,304 00	4,688,315 00	.....	.....
New Jersey.....	17 98	9 56	1,109,524 00	2,086,104 00	.....	976,580 00	.....
New York.....	18 32	9 68	3,591,989 00	3,640,237 00	.....	48,248 00	.....
North Carolina.....	11 65	6 13	831,342 00	438,900 00	392,442 00	.....	.....
Ohio.....	16 59	9 42	394,700 00	139,378 00	255,322 00	.....	.....
Pennsylvania.....	17 85	9 91	5,322,262 00	5,013,007 00	309,255 00	.....	.....
Rhode Island.....	18 60	12 95	6,447,120 00	7,116,792 00	.....	669,672 00	.....
South Carolina.....	13 94	8 30	748,338 00	359,000 00	389,338 00	.....	.....
Tennessee.....	10 94	6 42	510,624 00	325,719 00	184,905 00	.....	.....
Vermont.....	15 53	12 65	196,100 00	113,000 00	83,100 00	.....	.....
Virginia.....	10 18	6 98	1,486,384 00	446,063 00	1,040,321 00	.....	.....
Total.....	.....	.....	61,869,184 00	46,350,453 00	17,379,272 00	1,860,541 00	\$70,964,712 00

No. 49.—Statement exhibiting the foreign importations and re-exportations, domestic exportations and home consumption of foreign cotton goods, together with the consumption of foreign cotton goods over domestic exportations; also, the number of pounds of Sea Island and other cotton annually exported, with the value thereof, and average cost per pound, and the yearly average of the imports and exports, value in gross and per pound of cotton exported for the last seventeen years.

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Years.	COTTON, MANUFACTURES OF.							COTTON UNMANUFACTURED, EXPORTED.				
	Foreign imported.	Foreign exported.	Domestic exported.	Home consumption of foreign cotton goods.	Home consumption of foreign cotton goods over domestic exportations.	Domestic exportations over home consumption of foreign cotton goods.	Bales.	Pounds.			Value.	Average cost per pound.
								Sea Island.	Other.	Total.		
1840.....	\$6,504,484	\$1,103,489	\$3,549,607	\$5,400,995	\$1,851,388	.....	.....	8,779,669	735,161,392	743,941,061	\$63,870,307	\$8.5
1841.....	11,757,036	929,056	3,122,546	10,827,980	7,705,434	.....	.....	6,237,424	523,966,676	530,204,100	54,330,341	10.2
1842.....	9,578,515	836,892	2,970,690	8,741,623	5,770,933	.....	.....	7,254,099	577,462,918	584,717,017	47,593,464	8.1
1843.....	2,958,796	314,040	3,223,550	2,644,756	.....	\$578,794	.....	7,515,079	784,782,027	792,297,106	49,119,806	6.2
1844.....	13,641,478	404,648	2,898,780	13,236,830	10,338,050	.....	.....	6,099,076	657,534,379	663,633,455	54,063,501	8.1
1845.....	13,863,282	502,553	4,327,928	13,360,729	8,862,151	.....	.....	9,389,625	863,516,371	872,905,996	51,739,643	5.92
1846.....	13,530,625	673,203	3,545,481	12,857,422	9,311,941	.....	.....	9,388,533	538,169,522	547,558,055	42,767,341	7.81
1847.....	15,192,875	486,135	4,082,523	14,706,740	10,624,217	.....	.....	6,293,973	520,925,985	527,219,958	53,415,848	10.84
1848.....	18,421,589	1,216,172	5,718,205	17,205,417	11,487,212	.....	.....	7,724,148	806,550,283	814,274,431	61,998,294	7.61
1849.....	15,754,841	571,082	4,933,129	15,183,759	10,250,630	.....	.....	11,969,259	1,014,633,010	1,026,602,269	66,396,967	6.4
1850.....	20,108,719	427,107	4,734,424	19,681,612	14,947,188	.....	.....	8,236,463	627,145,141	635,381,604	71,984,616	11.3
1851.....	22,164,442	677,940	7,241,205	21,486,502	14,245,297	.....	.....	8,299,656	918,937,433	927,237,089	112,315,317	12.11
1852.....	16,689,496	997,030	7,672,151	15,692,466	8,020,315	.....	.....	11,738,075	1,081,492,564	1,093,230,639	87,965,732	8.05
1853.....	27,731,313	1,254,363	8,768,894	26,476,950	17,708,056	.....	.....	11,165,165	1,100,405,205	1,111,570,370	109,456,404	9.85
1854.....	33,949,503	1,468,179	5,535,516	32,481,324	26,945,808	.....	.....	10,486,423	977,346,683	987,833,106	93,596,220	9.47
1855.....	17,757,112	2,012,554	5,857,181	15,744,558	9,887,377	.....	2,303,403	13,058,590	995,366,011	1,008,424,601	88,143,844	8.74
1856.....	25,917,999	1,580,495	6,967,309	24,337,504	17,370,195	.....	2,991,175	12,797,225	1,338,634,476	1,351,431,701	128,382,351	9.5
Yearly average.	16,795,418	909,114	5,008,772	15,886,304	11,582,887	.....	.....	9,201,911	827,178,239	836,380,150	72,772,941	8.7.17

## No. 50.

*Statement exhibiting the foreign importations and exportations, domestic exportations, home consumption of foreign cotton goods, home consumption of foreign cotton goods, less domestic exportations; the number of pounds of Sea Island and other cotton exported; the value thereof and the average cost per pound; manufactures of cotton in the United States; home consumption of domestic cotton goods; total home consumption of foreign and domestic cotton goods, and the total product of manufactures of cotton and exports of raw cotton, for the years 1840, 1850, and 1855.*

## COTTON—MANUFACTURES OF.

Years.	Foreign importations.	Foreign exported.	Domestic exported.	Home consumption of foreign cotton goods.	Home consumption of foreign cotton goods, less domestic exportations.
1840-----	\$6,504,484	\$1,103,489	\$3,549,607	\$5,400,995	\$1,851,388
1850-----	20,108,719	427,107	4,734,424	19,681,612	14,947,188
1855-----	17,757,112	2,012,554	5,857,181	15,744,558	9,887,377

## COTTON, UNMANUFACTURED—EXPORTED.

Years.	Pounds.			Value.	Average cost per pound.
	Sea Island.	Other.	Total.		
1840-----	8,779,669	735,161,392	743,941,061	\$63,870,307	\$0 8.5
1850-----	8,236,463	627,145,141	635,381,604	71,984,616	11.3
1855-----	13,058,590	995,366,011	1,008,424,601	88,143,844	8.74

Years.	Manufactures of cotton in the United States.	Home consumption of domestic cotton goods.	Total home consumption of foreign and domestic goods.	Total products of manufactures of cotton and exports of raw cotton.
1840-----	\$46,350,453	\$42,800,846	\$48,201,841	\$110,220,760
1850-----	61,869,184	57,134,760	76,816,372	133,853,800
1855-----	70,964,712	65,107,531	80,852,089	159,108,556

*Statement exhibiting the population, total product of manufactures of cotton and exports of raw cotton, and the allotment per capita thereof; manufactures of cotton in the United States, and the allotment per capita; home consumption of domestic goods, and the allotment per capita; home consumption of foreign goods, and the allotment per capita; and the total home consumption of foreign and domestic cotton goods, and the allotment per capita, for the years 1840, 1850, and 1855.*

Years.	Population.	Total product of manufactures of cotton and exports of raw cotton.	Allotment per capita of manufactures of cotton and exports of raw cotton.	Manufactures of cotton in the United States.	Allotment per capita of the manufactures of cotton in the United States.	Home consumption of domestic goods.	Allotment per capita of the home consumption of domestic cotton goods.	Home consumption of foreign cotton goods.	Allotment per capita of the home consumption of foreign cotton goods.	Total home consumption of foreign and domestic goods.	Allotment per capita of total home consumption of foreign and domestic goods.
1840 --	17,069,453	\$110,220,760	\$6 45.72	\$46,350,453	\$2 71.54	\$42,800,846	\$2 50.74	\$5,400,995	\$0 31.64	\$48,201,841	\$2 82.38
1850 --	23,191,876	133,853,800	5 17.15	61,869,184	2 66.77	57,134,760	2 46.36	19,681,612	84.86	76,816,372	3 31.22
1855 --	27,185,517	159,108,556	5 85.27	70,964,712	2 61.04	65,107,531	2 39.49	15,744,558	57.91	80,852,089	2 97.40

No. 52.—Statement exhibiting the number of establishments, capital employed, raw material used, hands employed, average wages per month, annual product, and total value of pig iron produced in the United States in 1850, as taken from the census for that year, together with the value of the production of the same article for 1840, the increase in ten years, the decrease in ten years, and an estimate of the amount produced in 1855.

States.	Establishments.	Capital.	Raw material used.		Hands employed.		Average wages per month.	
			Tons of ore.	Value.	Male.	Female.	Male.	Female.
Alabama.....	3	\$11,000 00	1,838	\$6,770 00	40	.....	\$17 60	.....
Connecticut.....	13	225,600 00	35,450	289,225 00	148	.....	26 80	.....
Delaware.....	.....	.....	.....	.....	.....	.....	.....	.....
Georgia.....	3	26,000 00	5,189	25,840 00	135	3	17 44	\$5 00
Illinois.....	2	65,000 00	5,500	15,500 00	150	.....	22 06	.....
Indiana.....	2	72,000 00	5,200	24,400 00	88	.....	26 00	.....
Kentucky.....	21	924,700 00	72,010	260,152 00	1,845	10	20 23	4 70
Louisiana.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine.....	1	214,000 00	2,907	14,939 00	71	.....	22 00	.....
Maryland.....	18	1,420,000 00	99,866	560,725 00	1,370	.....	20 14	.....
Massachusetts.....	6	469,000 00	27,909	181,741 00	263	.....	27 52	.....
Michigan.....	1	15,000 00	2,700	14,000 00	25	.....	35 00	.....
Missouri.....	5	619,000 00	37,000	97,367 00	334	.....	24 28	.....
New Hampshire.....	1	2,000 00	500	4,900 00	10	.....	18 00	.....
New Jersey.....	10	967,000 00	51,266	332,707 00	600	.....	21 20	.....
New York.....	18	605,000 00	46,385	321,027 00	505	.....	25 00	.....
North Carolina.....	2	25,000 00	900	27,900 00	26	5	8 00	4 40
Ohio.....	35	1,503,000 00	140,610	630,037 00	2,415	.....	24 48	.....
Pennsylvania.....	180	8,570,425 00	877,283	3,732,427 00	9,285	9	21 65	5 11
Rhode Island.....	.....	.....	.....	.....	.....	.....	.....	.....
South Carolina.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee.....	23	1,021,400 00	88,810	254,900 00	1,713	109	12 81	5 11
Vermont.....	3	62,500 00	7,676	40,175 00	100	.....	22 08	.....
Virginia.....	29	513,800 00	67,319	158,807 00	1,115	14	12 76	6 86
Wisconsin.....	1	15,000 00	3,000	8,250 00	60	.....	30 00	.....
Total.....	377	17,346,425 00	1,579,318	7,005,289 00	20,298	150	.....	.....

# STATEMENT--Continued.

States.	Annual product.		1850. Total value.	1840. Products.	Increase in ten years.	Decrease in ten years.	Estimate of the production of pig iron in 1855.
	Tons of pig iron.	Other products.					
Alabama .....	522	\$5,000 00	\$22,500 00	\$750 00	\$21,750 00		
Connecticut.....	13,420	20,000 00	415,600 00	162,375 00	253,225 00		
Delaware.....				425 00		\$425 00	
Georgia.....	900	28,000 00	57,300 00	12,350 00	44,950 00		
Illinois.....	2,700		70,200 00	3,950 00	66,250 00		
Indiana.....	1,850		58,000 00	20,250 00	37,750 00		
Kentucky .....	24,245	10,000 00	604,037 00	730,150 00		126,113 00	
Louisiana .....				35,000 00		85,000 00	
Maine.....	1,484		36,616 00	153,050 00		116,434 00	
Maryland .....	43,641	96,900 00	1,056,400 00	221,900 00	834,500 00		
Massachusetts .....	12,287		295,123 00	233,300 00	61,823 00		
Michigan.....	680	6,000 00	21,000 00	15,025 00	5,975 00		
Missouri.....	19,250		314,600 00	4,500 00	310,100 00		
New Hampshire.....	200		6,000 00	83,000 00		27,000 00	
New Jersey.....	24,031		569,544 00	277,850 00	292,694 00		
New York.....	28,022	12,800 00	597,920 00	727,200 00		129,280 00	
North Carolina .....	400		12,500 00	24,200 00		11,700 00	
Ohio.....	52,658		1,255,850 00	880,900 00	374,950 00		
Pennsylvania .....	285,702	40,000 00	6,071,513 00	2,459,875 00	3,611,638 00		
Rhode Island .....				103,150 00		103,150 00	
South Carolina .....				31,250 00		31,250 00	
Tennessee .....	30,420	41,900 00	676,100 00	403,213 00	272,887 00		
Vermont.....	3,200		68,000 00	168,575 00		100,575 00	
Virginia.....	22,163		521,924 00	470,262 00	51,662 00		
Wisconsin.....	1,000		27,000 00	75 00	26,925 00		
Total .....	563,755	259,700 00	12,748,727 00	7,172,575 00	6,257,079 00	680,927 00	\$16,016,910 00

## No. 53.

*Statement exhibiting the number of establishments, capital employed, raw material used, hands employed, average wages per month, and total value of iron castings produced in the United States in 1850, as taken from the census for that year, together with the value of the production of the same article for 1840, the increase in ten years, the decrease in ten years, and an estimate of the amount produced in 1855.*

States.	Establishments.	Capitals.	Raw material used.				Hands empl'd.	
			Tons of pig iron.	Tons of old metal	Tons of ore.	Value of raw material, fuel, &c.	Male.	Female.
Alabama.....	10	\$216, 625	2, 348	-----	-----	\$102, 085	212	-----
Arkansas.....	-----	-----	-----	-----	-----	-----	-----	-----
California.....	1	5, 000	75	-----	-----	8, 530	3	-----
Columbia, Dis. of	2	14, 000	545	-----	-----	18, 100	27	-----
Connecticut.....	60	580, 800	11, 396	337	-----	351, 369	942	7
Delaware.....	13	373, 500	4, 440	-----	-----	153, 852	250	-----
Georgia.....	4	35, 000	440	-----	-----	11, 950	29	-----
Illinois.....	29	260, 400	4, 818	50	-----	172, 330	332	-----
Indiana.....	14	82, 900	1, 968	5	-----	66, 918	143	-----
Iowa.....	3	5, 500	81	-----	-----	2, 524	17	-----
Kentucky.....	20	502, 200	9, 731	-----	-----	295, 533	558	20
Louisiana.....	8	255, 000	1, 660	-----	-----	75, 300	347	-----
Maine.....	25	150, 100	3, 591	245	-----	112, 570	243	1
Maryland.....	16	359, 100	7, 220	-----	-----	259, 190	761	-----
Massachusetts.....	68	1, 499, 050	31, 134	3, 361	-----	1, 057, 904	1, 596	-----
Michigan.....	63	195, 450	2, 494	-----	-----	91, 865	337	-----
Mississippi.....	8	100, 000	1, 197	-----	-----	50, 370	112	-----
Missouri.....	6	187, 000	5, 100	200	-----	133, 114	297	-----
New Hampshire.....	26	232, 700	5, 673	500	-----	177, 060	374	-----
New Jersey.....	45	593, 250	10, 666	350	-----	301, 048	803	-----
New York.....	323	4, 622, 482	108, 945	3, 212	-----	2, 393, 768	5, 925	-----
North Carolina.....	5	11, 500	192	-----	-----	8, 341	15	-----
Ohio.....	183	2, 063, 650	37, 555	1, 843	2, 000	1, 199, 700	2, 758	-----
Pennsylvania.....	320	3, 422, 924	69, 501	819	-----	2, 372, 467	4, 782	1
Rhode Island.....	20	428, 800	8, 918	-----	-----	258, 267	800	-----
South Carolina.....	6	185, 700	169	-----	2, 800	29, 128	153	2
Tennessee.....	16	139, 500	1, 682	-----	5, 050	90, 035	261	8
Texas.....	2	16, 000	250	-----	-----	8, 400	35	-----
Vermont.....	26	290, 720	5, 279	274	-----	160, 603	381	-----
Virginia.....	54	471, 160	7, 114	205	-----	297, 014	810	9
Wisconsin.....	15	116, 350	1, 371	15	-----	86, 930	228	-----
Total.....	1, 391	17, 416, 361	345, 553	11, 416	9, 850	10, 346, 265	23, 541	48

## STATEMENT—Continued.

States.	Average wages per month.		1850. Products.	1840. Products.	Increase in 10 years.	Decrease in 10 years.	Estimate of the value of iron cast- ings for 1855.
	Male.	Female.					
Alabama -----	\$30 05	-----	\$271, 126	\$27, 700	\$243, 426	-----	-----
Arkansas -----	-----	-----	-----	1, 240	-----	\$1, 240	-----
California -----	23 33	-----	20, 740	-----	20, 740	-----	-----
Columbia, Dis. of	27 05	-----	41, 696	68, 000	-----	26, 304	-----
Connecticut ---	27 02	\$8 00	981, 400	1, 733, 044	-----	751, 644	-----
Delaware -----	23 36	-----	267, 462	10, 700	256, 762	-----	-----
Georgia -----	27 43	-----	46, 200	5, 350	40, 850	-----	-----
Illinois -----	28 50	-----	441, 185	41, 200	399, 985	-----	-----
Indiana -----	25 74	-----	149, 430	14, 580	134, 850	-----	-----
Iowa -----	32 35	-----	8, 500	4, 000	4, 500	-----	-----
Kentucky -----	24 89	4 15	744, 316	164, 080	580, 236	-----	-----
Louisiana -----	35 60	-----	312, 500	-----	312, 500	-----	-----
Maine -----	29 00	5 00	265, 000	56, 512	208, 488	-----	-----
Maryland -----	27 50	-----	685, 000	312, 900	372, 100	-----	-----
Massachusetts --	30 90	-----	2, 235, 635	1, 798, 758	436, 877	-----	-----
Michigan -----	28 68	-----	279, 697	57, 900	221, 797	-----	-----
Mississippi ----	37 91	-----	117, 400	36, 900	80, 500	-----	-----
Missouri -----	19 63	-----	336, 495	60, 300	276, 195	-----	-----
New Hampshire --	33 05	-----	371, 710	136, 334	235, 376	-----	-----
New Jersey -----	24 00	-----	686, 430	405, 955	280, 475	-----	-----
New York -----	27 49	-----	5, 921, 980	2, 512, 792	3, 409, 188	-----	-----
North Carolina --	23 46	-----	12, 867	16, 050	-----	3, 183	-----
Ohio -----	27 32	-----	3, 069, 350	784, 401	2, 284, 949	-----	-----
Pennsylvania --	27 55	6 00	5, 354, 881	1, 262, 670	4, 092, 211	-----	-----
Rhode Island ---	29 63	-----	728, 705	147, 550	581, 155	-----	-----
South Carolina --	13 59	4 00	87, 683	-----	87, 683	-----	-----
Tennessee -----	17 96	4 50	264, 325	100, 870	163, 455	-----	-----
Texas -----	43 43	-----	55, 000	-----	55, 000	-----	-----
Vermont -----	28 27	-----	460, 831	24, 900	435, 931	-----	-----
Virginia -----	19 91	-----	674, 416	128, 256	546, 160	-----	-----
Wisconsin -----	26 73	-----	216, 195	3, 500	212, 695	-----	-----
Total -----	-----	-----	25, 108, 155	9, 916, 442	15, 974, 084	782, 371	\$34,012,021



No. 54.—*Statement exhibiting the number of establishments, capital employed, value of raw material, hands employed, average wages per month, and total value of wrought iron manufactures produced in the United States in 1850, as taken from the Census for that year, together with the value of the production of the same article for 1840, the increase in ten years, the decrease in ten years, and an estimate of the amount produced in 1855.*

States, &c.	Establishments.	Capital.	Value of raw material.	Handsemployed.		Average wages per month.		1850. Product.	1840. Product.	Increase in ten years.	Decrease in ten years.	Estimate of wrought iron manufactures for 1855.
				Male.	Female.	Male.	Female.					
Alabama .....	3	\$7,000	\$3,355	34	-----	\$15 29	-----	\$7,500	\$4,875	\$2,625	-----	-----
Connecticut .....	20	601,000	517,554	394	-----	31 59	-----	847,196	235,495	611,701	-----	-----
Delaware .....	3	75,000	35,410	47	-----	25 53	-----	38,200	29,185	9,015	-----	-----
Georgia .....	3	9,200	4,136	26	1	11 35	\$5 00	12,384	-----	12,384	-----	-----
Indiana .....	4	17,000	4,425	22	2	27 45	4 00	11,760	1,300	10,460	-----	-----
Kentucky .....	4	176,000	180,800	183	-----	32 06	-----	299,700	236,405	63,295	-----	-----
Louisiana .....	-----	-----	-----	-----	-----	-----	-----	-----	88,790	-----	\$88,790	-----
Maryland .....	17	412,050	386,216	468	-----	24 31	-----	771,431	513,500	257,931	-----	-----
Massachusetts .....	58	2,561,100	2,430,533	2,472	52	29 46	12 79	3,908,952	390,260	3,518,692	-----	-----
Missouri .....	2	42,100	24,509	101	-----	30 00	-----	68,700	7,670	61,030	-----	-----
New Hampshire .....	3	7,000	11,575	9	-----	31 34	-----	20,400	8,125	12,275	-----	-----
New Jersey .....	64	1,300,393	566,865	932	3	27 31	13 34	1,079,576	466,115	613,461	-----	-----
New York .....	81	1,871,650	2,305,441	2,130	-----	28 91	-----	3,758,547	3,490,045	268,502	-----	-----
North Carolina .....	30	170,609	50,089	262	18	10 43	4 78	331,914	62,595	269,319	-----	-----
Ohio .....	6	164,800	193,148	276	-----	29 58	-----	127,849	485,290	-----	357,441	-----
Pennsylvania .....	162	7,828,916	5,698,563	6,591	7	28 31	6 57	9,224,256	5,670,860	3,553,396	-----	-----
Rhode Island .....	2	209,400	112,123	222	-----	27 85	-----	223,650	-----	223,650	-----	-----
South Carolina .....	-----	-----	-----	-----	-----	-----	-----	-----	75,725	-----	75,725	-----
Tennessee .....	42	755,050	385,616	731	55	15 20	5 00	670,618	628,745	41,873	-----	-----
Vermont .....	10	77,200	83,094	79	-----	32 08	-----	127,886	42,575	85,311	-----	-----
Virginia .....	38	747,811	531,325	1,131	-----	25 41	-----	1,098,252	382,590	715,662	-----	-----
Total .....	552	17,033,279	13,524,777	16,110	138	-----	-----	22,628,771	12,820,145	10,330,582	521,956	\$28,377,607

*Statement exhibiting the yearly value of iron, and manufactures of iron and iron and steel, cast, shear, German, and other steel, imported from and exported to foreign countries; domestic exports of like articles; home consumption of foreign iron, and manufactures of iron and iron and steel; home consumption over the domestic exports of the same articles, and the total consumption of foreign iron, manufactures of iron and iron and steel, cast, shear, German, and other steel over domestic exportations, for the last 17 years, and the yearly average for the aforesaid period.*

Years.	Iron, and manufactures of iron and iron and steel.					Cast, shear, German, and other steel.			Total home consumption of foreign iron, and manufactures of iron and iron and steel, and foreign cast, shear, German, and other steel.	Total home consumption of foreign iron, and manufactures of iron, and iron and steel, and foreign cast, shear, German, and other steel over domestic exportations, for the last 17 years.
	Foreign, imported.	Foreign, exported.	Domestic, exported.	Home consumption of foreign iron, and manufactures of iron and iron and steel.	Home consumption of foreign iron, and manufactures of iron and iron and steel, over domestic exportations.	Foreign, imported.	Foreign, exported.	Home consumption of foreign cast, shear, German, and other steel.		
1840.....	\$6,750,099	\$156,115	\$1,104,455	\$6,593,984	\$5,489,529	\$528,716	\$33,961	\$494,755	\$7,088,739	\$5,984,283
1841.....	8,914,425	134,316	1,045,264	8,780,109	7,734,845	609,201	24,848	584,353	9,364,462	8,319,198
1842.....	6,988,965	177,381	1,109,522	6,811,584	5,702,062	597,317	18,447	578,870	7,390,454	6,280,932
1843.....	1,903,858	50,802	532,693	1,853,056	1,320,363	201,772	59,733	142,039	1,995,095	1,462,402
1844.....	5,227,484	107,956	716,332	5,119,528	4,403,196	487,462	15,415	472,047	5,591,575	4,875,243
1845.....	8,294,878	91,966	845,017	8,202,912	7,357,895	775,675	20,052	755,623	8,958,535	8,113,518
1846.....	7,835,832	122,587	1,151,782	7,713,245	6,561,463	1,234,408	32,564	1,201,844	8,915,089	7,763,307
1847.....	8,781,252	63,596	1,167,484	8,717,656	7,550,172	1,126,458	19,218	1,107,240	9,824,896	8,657,412
1848.....	12,526,854	98,295	1,259,632	12,428,559	11,168,927	1,284,937	41,397	1,243,540	13,672,099	12,412,467
1849.....	13,831,823	109,439	1,096,172	13,722,384	12,626,212	1,227,138	55,044	1,172,094	14,894,478	13,798,306
1850.....	16,333,145	100,746	1,911,320	16,232,399	14,321,079	1,332,253	40,193	1,292,060	17,524,459	15,613,139
1851.....	17,306,700	100,290	2,255,698	17,206,410	14,950,712	1,570,063	38,371	1,531,692	18,738,102	16,482,404

## No. 55—Continued.

Years.	Iron, and manufactures of iron and iron and steel.						Cast, shear, German, and other steel.			Total home consumption of iron and iron and steel, and to- other steel.	Total home consumption of iron and iron and steel, and to- other steel, German, and other steel.	Total home consumption of iron and iron and steel, and to- other steel, German, and other steel, for the last 17 years.
	Foreign, imported.	Foreign, exported.	Domestic, exported.	Home consumption of iron and iron and steel.	Home consumption of iron and iron and steel.	Home consumption of iron and iron and steel, over domestic exports.	Foreign, imported.	Foreign, exported.	Home consumption of iron and iron and steel.			
1852-----	\$18,957,993	\$134,937	\$2,303,819	\$18,823,056	\$16,519,237	\$1,703,599	\$1,672,030	\$31,569	\$1,672,030	\$20,495,086	\$18,191,267	\$18,191,267
1853-----	27,255,425	262,343	2,499,652	26,993,082	24,493,430	2,970,313	2,938,676	31,637	2,938,676	29,931,758	27,432,106	27,432,106
1854-----	29,341,775	795,872	4,210,350	28,545,903	24,335,553	2,477,709	2,424,462	53,247	2,424,462	30,970,365	26,760,015	26,760,015
1855-----	22,980,728	1,565,523	3,753,472	21,415,205	17,661,733	2,593,137	2,530,069	63,068	2,530,069	23,945,274	20,191,802	20,191,802
1856-----	22,041,939	423,221	4,161,008	21,618,718	17,457,710	2,538,323	2,512,725	25,598	2,512,725	24,131,443	19,970,435	19,970,435
Yearly average--	13,839,598	264,434	1,830,804	13,575,164	11,744,360	1,368,146	1,332,595	35,551	1,332,595	14,907,759	13,076,955	13,076,955

No. 56.—Statement exhibiting the value of the foreign importations and exportations, domestic exportations, home consumption of foreign importations, and home consumption of foreign importations less the domestic exportations of iron and manufactures of iron and iron and steel; also the foreign importations and exportations, home consumption of foreign importations, total home consumption of foreign iron and manufactures of iron and iron and steel, and foreign cast, shear, German, and other steel, the total home consumption of foreign iron and manufactures of iron and iron and steel, and foreign cast, shear, German, and other steel, less the domestic exportations; also the manufacture of pig iron, iron castings, wrought iron, and the manufactures thereof in the United States, total manufacture of pig iron, iron castings, and wrought iron, and the manufactures thereof in the United States, consumption of domestic iron and the manufactures thereof, total consumption of foreign and domestic iron, and the total consumption of foreign and domestic iron and manufactures of iron; also, cast, shear, German, and other steel, in the United States, for the years 1840 and 1850, with an estimate thereof for 1855, on the same ratio of increase as between the years 1840 and 1850.

IRON, AND MANUFACTURES OF IRON AND IRON AND STEEL.						CAST, SHEAR, GERMAN, AND OTHER STEEL.			Total home consumption of foreign iron, and manufactures of iron and iron and steel, and foreign cast, shear, German, and other steel.
Years.	Foreign importations.	Foreign exported.	Domestic exportations.	Home consumption of foreign importations.	Home consumption of foreign importations less domestic exportations.	Foreign importations.	Foreign exported.	Home consumption of foreign importations.	
1840 .....	\$6,750,099	\$156,115	\$1,104,455	\$6,593,984	\$5,489,529	\$523,716	\$33,961	\$494,755	\$7,083,739
1850 .....	16,833,145	100,746	1,911,820	16,232,399	14,321,079	1,332,253	40,193	1,292,060	17,524,459
1855 .....	22,990,723	1,565,523	3,758,472	21,415,205	17,661,733	2,593,137	63,063	2,530,069	23,945,274

STATEMENT—Continued.

Years.	Total home consumption of foreign iron, and manufactures of iron and iron and steel, and foreign cast, shear, German, and other steel, less domestic exportations.	Manufacture of pig iron in the United States.	Manufacture of iron castings in the United States.	Manufacture of wrought iron, and the manufactures thereof, in the United States.	Total manufacture of pig iron, iron castings, and manufactures of wrought iron, in the United States.	Consumption of domestic iron, and the manufactures thereof, in the United States.	Total consumption of foreign and domestic iron, and the manufactures thereof, in the United States.	Total consumption of foreign and domestic iron, and manufactures of iron; also cast, shear, German and other steel, in the United States.
1840 .....	\$5,984,283	\$7,179,575	\$9,916,443	\$12,820,145	\$29,909,162	\$23,904,707	\$25,398,691	\$35,893,446
1850 .....	15,618,139	12,748,727	25,108,135	22,623,771	60,435,653	53,574,333	74,806,732	76,093,792
1855 .....	20,191,802	*16,016,910	34,012,051	28,377,607	73,406,533	74,653,066	96,068,271	98,598,340

\* The production of iron in 1855, on the same ratio of increase as between 1840 and 1850, would be about 700,000 tons, whereas the actual production in 1855 was 1,000,000 tons. See Messrs. Cooper and Hewitt's "Diagram showing the production, consumption, and prices of iron."

## No. 57.

*Statement exhibiting the population, production of pig iron, iron castings, and manufactures of wrought iron, with the allotment per capita thereof; the consumption of domestic iron and the manufactures thereof, with the allotment per capita; the home consumption of foreign importations of iron, and manufactures of iron and iron and steel, and cast, shear, German, and other steel, with the allotment per capita; and the total consumption of foreign and domestic iron, and manufactures of iron and iron and steel, cast, shear, German, and other steel, in the United States, and the allotment per capita thereof, for the years 1840, 1850, and an estimate for 1855.*

Years.	Population.	Total product of pig iron, iron castings, wrought iron, and manufactures of wrought iron, in the United States.	Allotment per capita of the product of pig iron, iron castings, wrought iron, and manufactures of wrought iron, in the United States.	Consumption of domestic iron, and the manufactures thereof, in the United States.	Allotment per capita of the value of the consumption of domestic iron, and the manufactures thereof, in the United States.	Home consumption of foreign importations of iron, and manufactures of iron and steel, and cast, shear, German, and other steel.	Allotment per capita of home consumption of foreign importations of iron, and manufactures of iron and steel, and cast, shear, German, and other steel.	Total consumption of foreign and domestic iron, and manufactures of iron and steel; also, cast, shear, German, and other steel, in the United States.	Allotment per capita of the consumption of foreign and domestic iron, and manufactures of iron and steel; also, cast, shear, German, and other steel, in the United States.
1840 .....	17,069,453	\$29,909,162	\$1 75.22	\$28,804,707	\$1 68.75	\$7,088,739	\$0 43.53	\$35,893,446	\$2 10.28
1850 .....	23,191,876	60,485,653	2 60.80	58,574,333	2 52.56	17,524,459	75.56	76,698,792	3 28.12
1855 .....	27,185,517	78,406,538	2 88.45	74,653,066	2 74.60	23,945,274	88.08	98,598,340	3 62.68

*Comparative statement of the quarterly price of refined bar iron at the ports of Boston, New York, Philadelphia, and Baltimore, with the quarterly and annual average price at the above four ports for the last seventeen years.*

	1840.				1841.				1842.				1843.				1844.				1845.			
	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.
Boston .....	\$101 00	\$95 25	\$89 75	\$84 00	\$81 25	\$81 25	\$78 50	\$78 50	\$71 25	\$75 75	\$67 25	\$70 75	\$69 25	\$69 50	\$64 50	\$69 50	\$67 50	\$72 50	\$70 75	\$71 75	\$78 25	\$93 75	\$81 50	\$92 50
New York .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	77 50	80 00	82 50
Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Average of 4 ports.	101 00	95 25	89 75	84 00	81 25	81 25	78 50	78 50	71 25	75 75	67 25	70 75	69 25	69 50	64 50	69 50	67 50	72 50	70 75	71 75	78 25	85 62	80 75	87 50
Yearly average....	.....	.....	.....	92 50	.....	.....	.....	79 87	.....	.....	.....	71 25	.....	.....	.....	68 19	.....	.....	.....	70 62	.....	.....	.....	88 08

	1846.				1847.				1848.				1849.				1850.				1851.			
	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.
Boston .....	\$88 00	\$89 50	\$86 00	\$89 75	\$82 75	\$79 00	\$79 75	\$82 00	\$75 50	\$68 50	\$60 25	\$60 25	\$59 25	\$62 25	\$49 00	\$48 00	\$60 25	\$55 75	\$54 50	\$51 25	\$51 50	\$51 00	\$48 50	\$47 75
New York .....	82 50	89 50	86 00	82 50	75 00	77 50	75 00	75 00	75 00	68 00	59 00	60 00	60 00	60 00	48 00	49 00	47 50	45 00	43 50	51 00	47 00	40 00	40 00	42 00
Philadelphia .....	.....	.....	78 97	75 79	77 00	76 40	76 40	77 00	63 75	64 86	56 24	56 84	55 43	58 45	47 81	47 17	48 73	45 38	46 81	46 57	44 96	47 17	46 57	46 57
Baltimore .....	.....	.....	80 00	75 00	70 00	75 00	72 50	72 50	75 00	75 00	72 50	70 00	70 00	62 50	65 00	60 00	60 00	57 50	57 50	57 00	57 50	55 00	55 00	55 00
Average of 4 ports.	85 25	89 50	81 49	80 76	76 19	76 98	75 90	76 62	72 81	68 96	62 00	61 77	61 17	60 80	52 45	51 04	54 13	51 66	50 38	51 58	56 24	48 29	47 52	47 88
Yearly average ....	.....	.....	.....	84 22	.....	.....	.....	76 45	.....	.....	.....	66 26	.....	.....	.....	56 36	.....	.....	.....	51 94	.....	.....	.....	48 47

## STATEMENT—Continued.

	1852.				1853.				1854.				1855.				1856.			
	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.	January.	April.	July.	October.
Boston .....	\$46 50	\$46 00	\$49 00	\$60 50	\$74 75	\$72 00	\$64 50	\$74 50	\$82 50	\$80 50	\$85 75	\$85 50	\$78 50	\$64 25	\$64 50	\$74 50	\$72 50	\$72 00	\$70 50	.....
New York .....	43 00	41 50	47 75	60 50	81 00	80 00	63 00	71 00	80 00	82 50	82 50	81 00	65 00	58 00	62 50	67 50	66 25	70 00	65 00	.....
Philadelphia .....	45 56	44 18	47 97	62 82	81 23	81 53	67 72	72 56	76 68	77 72	82 08	80 62	72 16	60 06	60 87	67 12	.....	.....	.....	.....
Baltimore .....	52 50	52 50	52 50	60 00	80 00	87 50	85 00	80 00	77 50	82 50	85 00	87 50	87 50	82 50	75 00	75 00	72 50	70 00	70 00	.....
Average of four ports .....	46 89	46 04	49 81	60 88	79 25	80 83	70 05	74 51	79 17	80 80	83 82	83 65	75 79	66 20	65 72	71 08	70 42	70 67	68 50	.....
Yearly average.....	.....	.....	.....	50 77	.....	.....	.....	76 08	.....	.....	.....	81 86	.....	.....	.....	69 68	.....	.....	69 86	.....

*Prices of steel in New York from 1851 to 1856, inclusive.*

	Description.	Whence imported.	1851.	1852.	1853.	1854.	1855.	1856.
			<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Duty paid.	Best quality cast steel.....	England...	14 a 14 <sup>1</sup> / <sub>2</sub>	14 a 14 <sup>1</sup> / <sub>2</sub>	14 a 14 <sup>1</sup> / <sub>2</sub>	15 a 15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub> a 16	14 <sup>1</sup> / <sub>2</sub> a 15
Do....	Second quality cast steel.....	do.....	12 <sup>1</sup> / <sub>2</sub> a 13	13 a 13	13 a 13	13 a 13	13 <sup>1</sup> / <sub>2</sub> a 14	13 a 13 <sup>1</sup> / <sub>2</sub>
Do....	Third quality cast steel.....	do.....	11 a 12	11 a 11	11 a 11	11 a 12	11 a 12	11 <sup>1</sup> / <sub>2</sub> a 12
Do....	Fourth quality cast steel, machinery.....	do.....	9 a 10	10 a —	10 a 10	10 a 11	10 <sup>1</sup> / <sub>2</sub> a 11	10 a 10 <sup>1</sup> / <sub>2</sub>
Do....	Best quality shear steel.....	do.....	14 a 14 <sup>1</sup> / <sub>2</sub>	14 a 14 <sup>1</sup> / <sub>2</sub>	14 a 14 <sup>1</sup> / <sub>2</sub>	15 a 15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub> a 16	14 <sup>1</sup> / <sub>2</sub> a 15
Do....	Second quality shear steel.....	do.....	12 <sup>1</sup> / <sub>2</sub> a 13	13 a 13	13 a 13	13 a 13	13 <sup>1</sup> / <sub>2</sub> a 14	13 a 13 <sup>1</sup> / <sub>2</sub>
Do....	Best quality German steel.....	Germany...	12 a 13	12 <sup>1</sup> / <sub>2</sub> a 13	12 <sup>1</sup> / <sub>2</sub> a 13	12 <sup>1</sup> / <sub>2</sub> a 13	12 <sup>1</sup> / <sub>2</sub> a 13	12 <sup>1</sup> / <sub>2</sub> a 13
Do....	do..... do.....	England...	10 a 10 <sup>1</sup> / <sub>2</sub>	10 a 10 <sup>1</sup> / <sub>2</sub>	10 a 10 <sup>1</sup> / <sub>2</sub>	10 a 11	10 <sup>1</sup> / <sub>2</sub> a 11	10 a 11
Do....	Second quality German steel.....	do.....	8 a 8 <sup>1</sup> / <sub>2</sub>	8 a 8 <sup>1</sup> / <sub>2</sub>	8 a 8	8 a 9	8 <sup>1</sup> / <sub>2</sub> a 9	8 a 9
Do....	Third quality German steel.....	do.....	7 a 7	7 a 7	7 a 7	7 a 8	7 <sup>1</sup> / <sub>2</sub> a 8	7 a 8
Do....	do..... do.....	Sweden...	5 a 7	5 a 7	5 a 8	5 a 8	5 a 8	6 a 8
Do....	Fourth quality German steel, (spring steel)....	England...	4 a 5	4 a 5	4 a 5	5 a 6	4 a 5	5 a 5
Do....	Best quality blister steel.....	do.....	12 a 13	12 a 13	12 a —	12 a 13	13 a 13	12 a 13
Do....	Second quality blister steel.....	do.....	10 a 11	10 a 11	10 a 11	9 a 10	10 a 10	10 a 11
Do....	Third quality blister steel.....	do.....	8 a 8	8 a 8	8 a 8	8 a 9	9 a 9	8 a 9
Do....	Fourth quality blister steel.....	do.....	7 a 7	7 a 7	7 a 7	7 a 8	8 a 8	7 a 8
In bond...	Milan steel.....	Austria...	5 <sup>1</sup> / <sub>2</sub> a 6	5 <sup>1</sup> / <sub>2</sub> a 6	5 a 5	5 a 5	5 a —	7 a —
Do....	do.....	Sweden...	6	no sales...	5 a —	5 a —	5 a 6	no sales.

The above are all six months prices.



No. 60.

*List of unmanufactured articles of import, not produced in the United States in sufficient quantities to constitute them articles of trade:*

SCHEDULE B.—*Articles paying an ad valorem duty of 40 per cent.*

Almonds.  
Cassia.  
Cloves.  
Currants (Zante.)  
Dates.  
Figs.  
Ginger-root, dried or green.  
Mace.  
Nutmegs.  
Pimento.  
Prunes.  
Raisins.

SCHEDULE C.—(30 per cent.)

Balsam Copaiva.  
Cayenne pepper.  
Cinnamon.  
Feathers, ostrich, unmanufactured.  
Gum, benzoin or Benjamin.  
Olives.  
Pepper.  
Plums (prunes.)

SCHEDULE D.—(25 per cent.)

Jute, Sisal grass.

SCHEDULE E.—(20 per cent.)

Aloes.  
Amber.  
Angora, Thibet and other goats' hair, or mohair unmanufactured.  
Anniseed.  
Bananas.  
Boucho leaves.  
Cantharides.  
Cassia buds.  
Cobalt.  
Cocoa nuts.  
Coffee.  
Divi-divi, vegetable used in tanning, &c.  
Emery.  
Gamboge.  
Gutta-percha, unmanufactured.  
Manna, a crude gum.

Oranges, lemons and limes.

Pineapples.

Plantains.

Quassia wood, unmanufactured.

Sarsaparilla.

Shaddocks.

Peas.

Vanilla beans.

Woods—mahogany, ebony, grenadilla, rose ; satin unmanufactured, not provided for.

#### SCHEDULE F.—(15 *per cent.*)

Bark—Peruvian, Quilla, and Chincona.

Bark of the cork tree, unmanufactured.

Dragon's blood, (a resinous substance.)

#### SCHEDULE G.—(10 *per cent.*)

Annato, Rancon or Orleans.

Bamboos.

Barilla.

Catechu, extract from the Mimosa catechu tree.

Cochineal.

Cocoa.

Cocoa shells.

Gum-arabic and gum-senegal, Barbary.

Gum-tragacanth, East India, Jedda.

India-rubber, in slabs, sheets, &c., unmanufactured.

Natron, (a native sesquicarbonate of soda.)

Palm leaf, unmanufactured.

Ratans and reeds, unmanufactured.

Terra Japonica, or catechu.

Woad, or pastel.

#### SCHEDULE H.—(5 *per cent.*)

Berries, nuts and vegetables, used exclusively in dyeing or composing dyes, no article to be classed as such that has undergone any manufacture.

Brazil wood, and all other dye-wood in sticks.

Ivory, unmanufactured.

Ivory nuts, or vegetable ivory.

Madder root.

Nickel.

Nutgalls.

Tortoise shell, unmanufactured.

Turmeric, a root found in India.

Weed, herbaceous plant used in dyeing.

No. 61.—Statement exhibiting the foreign imports and exports and domestic exports, together with the home consumption of foreign importations of leather and the manufactures thereof; and the home consumption of foreign importations of leather and the manufactures thereof, less domestic exports, for the last seventeen years, and the yearly average thereof.

Years.	LEATHER AND MANUFACTURES OF LEATHER.				
	Foreign importations.	Foreign exports.	Domestic exports.	Home consumption of foreign importations.	Home consumption of foreign importations, less domestic exports, of leather & the manufactures thereof.
1840.....	\$542, 498	\$14, 248	\$233, 917	\$528, 250	\$294, 333
1841.....	809, 854	22, 503	232, 272	787, 351	555, 079
1842.....	912, 585	10, 253	191, 427	902, 332	710, 905
1843.....	237, 217	3, 446	142, 137	233, 771	91, 634
1844.....	778, 407	5, 216	243, 197	773, 191	529, 994
1845.....	979, 886	40, 263	344, 454	939, 623	595, 169
1846.....	1, 130, 064	5, 193	373, 183	1, 124, 871	751, 688
1847.....	1, 060, 818	2, 330	273, 672	1, 058, 488	784, 816
1848.....	1, 390, 492	6, 692	210, 578	1, 383, 800	1, 173, 222
1849.....	1, 460, 125	13, 098	161, 201	1, 447, 027	1, 285, 826
1850.....	2, 107, 520	16, 066	193, 598	2, 091, 454	1, 897, 856
1851.....	2, 815, 663	26, 049	472, 147	2, 789, 614	2, 317, 467
1852.....	2, 627, 911	23, 787	447, 325	2, 604, 124	2, 156, 799
1853.....	3, 316, 282	40, 670	680, 156	3, 275, 612	2, 595, 456
1854.....	3, 661, 204	82, 633	909, 605	3, 578, 571	2, 668, 966
1855.....	3, 069, 860	138, 700	324, 912	2, 931, 160	2, 606, 248
1856.....	4, 535, 122	73, 297	1, 319, 076	4, 461, 825	3, 142, 749
Yearly average. . .	1, 849, 148	30, 850	397, 227	1, 818, 298	1, 421, 071

The year 1843 represents but nine months, in consequence of a change in the fiscal year.

No. 62.—Statement exhibiting the population, home consumption of foreign importations of leather and manufactures of leather and the allotment per capita thereof, together with the home consumption of foreign importations of leather and the manufactures of leather, less domestic exports in the United States for the years 1840, 1850, and 1855.

Years.	Population.	Home consumption of foreign importations of leather and manufactures of leather.	Allotment per capita of home consumption of foreign importations of leather and manufactures of leather.	Home consumption of foreign importations of leather and the manufactures thereof, less domestic exports.	Allotment per capita of home consumption of foreign importations of leather and manufactures of leather, less domestic exports.
1840....	17, 069, 453	\$528, 250	\$0 3 9-100	\$294, 333	\$0 1 72-100
1850....	23, 191, 876	2, 091, 454	9 2-100	1, 897, 856	8 18-100
1855....	27, 185, 517	2, 931, 160	10 79-100	2, 606, 248	9 59-100

The census of 1850 does not give the manufactures of leather.

No. 63.—Statement exhibiting the foreign importations and exportations, domestic exports and home consumption of foreign importations of hides and skins; also home consumption of foreign importations of hides and skins, less domestic exports, and domestic exports, less home consumption of foreign importations of hides and skins in the United States, for the last seventeen years, and the yearly average thereof.

Years.	HIDES AND SKINS					
	Foreign importations.	Foreign exports.	Domestic exports.	Home consumption of foreign importations.	Home consumption of foreign importations, less domestic exports.	Domestic exports, less home consumption of foreign importations.
1840.....	\$2,756,214	.....	\$112,500	\$2,756,214	\$2,643,714	.....
1841.....	3,457,248	\$63,972	45,898	3,393,276	3,347,378	.....
1842.....	4,067,816	64,752	58,187	4,003,164	3,944,877	.....
1843.....	2,619,815	7,528	50,340	2,612,287	2,561,947	.....
1844.....	.....	.....	62,658	.....	.....	\$62,658
1845.....	.....	.....	111,636	.....	.....	111,636
1846.....	.....	.....	143,323	.....	.....	143,323
1847.....	*1,529,948	.....	181,394	1,529,948	1,348,554	.....
1848.....	4,262,069	.....	36,145	4,262,069	4,225,924	.....
1849.....	3,507,300	127,616	23,390	3,379,684	3,356,294	.....
1850.....	4,799,031	78,822	71,940	4,720,209	4,648,269	.....
1851.....	5,964,838	103,638	86,624	5,861,200	5,774,576	.....
1852.....	4,823,119	101,044	55,421	4,722,075	4,666,654	.....
1853.....	5,919,391	67,632	25,955	5,851,759	5,825,804	.....
1854.....	7,620,272	179,793	23,622	7,440,479	7,416,857	.....
1855.....	8,048,015	304,088	361,982	7,743,927	7,381,945	.....
1856.....	8,083,292	101,924	101,174	7,981,368	7,880,194	.....
Yearly average.	4,818,455	109,164	91,305	4,732,683	4,644,499	105,872

\* For but six months.

The year 1843 is given for nine months only, in consequence of a change in the fiscal year.

No. 64.—Statement exhibiting the population, home consumption of foreign importations of hides and skins and the per capita thereof; also the home consumption of foreign importations of hides and skins, less domestic exports, and the allotment per capita thereof, for the years 1840, 1850, and 1855..

Years.	Population.	Home consumption of foreign importations of hides and skins.	Allotment per capita of the home consumption of foreign importations of hides and skins.	Home consumption of foreign importations of hides and skins, less domestic exports.	Allotment per capita of the home consumption of foreign importations of hides and skins, less domestic exports.
1840.....	17,069,453	\$2,756,214	\$0 16 15-100	\$2,643,714	\$0 15 49-100
1850.....	23,191,876	4,720,209	20 35-100	4,648,269	20 04-100
1855.....	27,185,517	7,743,927	28 49-100	7,381,945	27 15-100

The census of 1850 does not furnish any information on the subject of this table.

No. 65.—Statement exhibiting the foreign importations and exportations, domestic exports, and home consumption of foreign importations of manufactures of glass, and the home consumption of foreign importations of manufactured glass, less the domestic exports thereof, in the United States for the seventeen years, and the annual average thereof.

Years.	MANUFACTURES OF GLASS.				
	Foreign im- portations.	Foreign exports.	Domestic exports.	Home consumption of foreign impor- tations.	Home consumption of foreign impor- tations, less do- mestic exports.
1840 .....	\$563,429	\$27,208	\$56,688	\$536,221	\$479,263
1841 .....	330,956	24,285	43,095	306,671	328
1842 .....	380,526	15,770	36,748	364,756	77
1843 .....	116,805	13,636	25,348	103,169	223
1844 .....	312,078	10,689	77,860	301,389	489
1845 .....	597,347	9,225	98,760	588,122	586
1846 .....	686,229	8,479	90,860	677,750	721
1847 .....	797,283	4,865	71,155	792,418	946
1848 .....	1,042,502	19,692	76,007	1,022,810	725
1849 .....	847,443	20,479	101,419	826,964	899
1850 .....	1,071,091	34,780	136,682	1,036,311	1,178
1851 .....	1,386,661	22,577	185,436	1,364,084	1,263
1852 .....	1,481,556	23,817	194,634	1,457,739	1,472
1853 .....	1,664,422	21,651	170,561	1,642,771	1,920
1854 .....	2,193,452	43,714	229,382	2,149,738	1,675
1855 .....	1,954,287	74,069	204,679	1,880,218	1,501
1856 .....	1,745,052	27,287	216,439	1,717,765	867
Yearly average..	1,010,066	23,660	118,574	986,406	

But nine months are represented in the year 1843, in consequence of a change in the year.

No. 66.—Statement exhibiting the population, home consumption of the foreign importations of manufactured glass, and the allotment per capita thereof; also the home consumption of the foreign importations of manufactured glass, less domestic exports, and the allotment per capita thereof in the United States, for the years 1840, 1850, and 1855.

Years.	Population.	Home consumption of foreign impor- tations of manu- factured glass.	Allotment per capita of the home con- sumption of for- eign importations of manufactured glass.	Home consumption of foreign impor- tations of manu- factured glass, less domestic exports.	Allotment per capita of the home con- sumption of for- eign importations of manufactured glass.
1840 .....	\$17,069,453	\$536,221	\$0 03 14-100	\$479,533	\$0 02 81-100
1850 .....	23,191,876	1,036,311	04 47-100	899,629	03 88-100
1855 .....	27,185,517	1,880,218	06 92-100	1,675,539	06 16-100

The census of 1850 does not give the manufactures of glass in the United States.

o. 67.—Statement exhibiting the foreign importations and exportations, domestic exports and home consumption of the foreign importations of china, porcelain, earthen and stone ware; also the home consumption of foreign importations of china, porcelain, earthen and stone ware, less domestic exports, in the United States for the last seventeen years, and the annual average thereof.

Years.	MANUFACTURES OF CHINA, PORCELAIN, EARTHEN AND STONE WARE.				
	Foreign importations.	Foreign exports.	Domestic exports.	Home consumption of foreign importations.	Home consumption of foreign importations, less domestic exports.
1840.....	\$2,070,231	\$63,754	\$10,959	\$2,006,477	\$1,995,518
1841.....	1,536,450	51,570	6,737	1,484,880	1,478,143
1842.....	1,557,961	37,000	7,618	1,520,961	1,513,343
1843.....	588,036	26,338	2,907	561,698	558,791
1844.....	1,633,482	27,289	4,884	1,606,193	1,601,309
1845.....	2,439,515	22,701	7,393	2,416,814	2,409,421
1846.....	2,525,349	63,403	6,521	2,461,946	2,455,425
1847.....	2,242,241	32,690	4,758	2,209,551	2,204,793
1848.....	2,332,996	36,148	8,512	2,296,848	2,288,336
1849.....	2,261,331	39,948	10,632	2,221,383	2,210,751
1850.....	2,601,393	42,261	15,644	2,559,132	2,543,488
1851.....	3,340,622	41,109	23,096	3,299,513	3,276,417
1852.....	3,444,095	23,834	18,310	3,420,261	3,401,951
1853.....	3,178,182	15,133	53,685	3,163,049	3,109,364
1854.....	4,137,691	55,925	33,867	4,081,766	4,047,899
1855.....	3,717,670	73,092	32,119	3,644,578	3,612,459
1856.....	3,347,884	40,091	66,696	3,307,793	3,241,097
Yearly average ...	2,526,772	40,723	18,490	2,486,049	2,467,559

In consequence of a change in the fiscal year in 1843, but nine months are represented in that year.

o. 68.—Statement exhibiting the population, home consumption of the foreign importations of manufactures of china, porcelain, earthen and stone ware, and the allotment per capita thereof; also the home consumption of the foreign importations of manufactures of china, porcelain, earthen and stone ware, less the domestic exports, and the allotment per capita, in the United States for the years 1840, 1850, and 1855.

Years.	Population.	Home consumption of the foreign importations of manufactures of china, porcelain, earthen and stone ware.	Allotment per capita of the home consumption of the foreign importations of manufactures of china, porcelain, earthen and stone ware.	Home consumption of the foreign importations of manufactures of china, porcelain, earthen and stone ware, less domestic exports.	Allotment per capita of the home consumption of the foreign importations of manufactures of china, porcelain, earthen and stone ware, less domestic exports.
1840.....	17,069,453	\$2,006,477	\$0 11 75-100	\$1,995,518	\$0 11 69-100
1850.....	23,191,876	2,559,132	11 03-100	2,543,488	10 97-100
1855.....	27,185,517	3,644,578	13 41-100	3,612,459	13 29-100

The census of 1850 does not give the manufactures of china, porcelain, earthen and stone ware.

No. 69.—Statement exhibiting the foreign importations and exportations, domestic exports and home consumption, less domestic exports of hemp; the foreign importations and exportations and home consumption of manilla, sun, and other hemp of India, and the total home consumption of all kinds of imported hemp; also the foreign importations and exportations, home consumption, domestic exports, and home consumption, less domestic exports of manufactures of hemp, together with the total home consumption of all kinds of imported hemp, and the imported manufactures thereof, over the domestic exports in the United States for the last seventeen years, and the yearly average thereof.

## IMPORTATIONS OF HEMP, AND THE MANUFACTURES THEREOF.

Years.	Hemp, unmanufactured.					Manilla, sun, and other hemp of India.			Total home consumption of imported hemp, &c.
	Foreign im- portations.	Foreign ex- portations.	Home con- sumption	Domestic ex- ports.	Home consump- tion, less domes- tic exports.	Foreign im- portations.	Foreign ex- portations.	Home con- sumption.	
1840. ....	\$686, 777	-----	\$686, 777	-----	\$686, 777	-----	-----	-----	\$686, 777
1841. ....	561, 039	550	560, 989	-----	560, 989	-----	-----	-----	560, 989
1842. ....	267, 849	553	267, 296	-----	267, 296	-----	-----	-----	267, 296
1843. ....	228, 832	2, 012	226, 870	-----	226, 870	\$42, 149	\$472	\$41, 677	268, 547
1844. ....	262, 365	452	261, 913	-----	261, 913	209, 385	6, 274	203, 111	465, 024
1845. ....	145, 209	4, 837	140, 372	-----	140, 372	238, 179	1, 446	236, 733	377, 105
1846. ....	180, 281	-----	180, 281	-----	180, 281	457, 276	73, 139	384, 137	564, 418
1847. ....	66, 377	1, 157	65, 220	-----	65, 220	278, 675	27, 307	251, 368	316, 588
1848. ....	187, 905	7, 570	180, 335	\$27, 657	152, 678	342, 445	1, 833	340, 612	493, 290
1849. ....	491, 633	13, 401	478, 232	8, 458	469, 774	196, 634	29, 161	167, 473	637, 247
1850. ....	579, 814	5, 031	574, 783	5, 633	569, 150	659, 362	3, 843	655, 519	1, 164, 669
1851. ....	223, 984	7, 876	216, 108	29, 114	186, 994	508, 709	8, 688	500, 021	687, 015
1852. ....	164, 588	377	164, 211	18, 649	145, 562	942, 422	9, 584	932, 838	1, 078, 400
1853. ....	329, 122	2, 310	326, 812	18, 195	308, 617	1, 591, 791	4, 572	1, 587, 219	1, 895, 836
1854. ....	378, 246	42, 614	335, 632	93, 699	241, 933	1, 528, 329	56, 679	1, 471, 650	1, 713, 583
1855. ....	112, 763	57, 305	55, 458	121, 220	-----	2, 045, 653	198, 136	1, 847, 517	1, 847, 517
1856. ....	57, 676	54, 249	3, 427	28, 598	-----	1, 945, 044	12, 256	1, 932, 788	1, 932, 788
Yearly average...	289, 677	13, 320	277, 924	39, 036	297, 628	784, 718	30, 956	753, 762	879, 829

## STATEMENT—Continued.

Years.	IMPORTATIONS OF HEMP, AND THE MANUFACTURES THEREOF.					Hemp, and the manufactures thereof.
	Hemp, manufactures of.					Total home consumption over domestic exports.
	Foreign importations.	Foreign exportations.	Home consumption.	Domestic exports.	Home consumption, less domestic exports.	
1840-----	\$1,588,155	\$226,347	\$1,361,808	\$8,242	\$1,353,566	\$2,040,343
1841-----	2,566,381	167,506	2,398,875	13,400	2,385,475	2,946,464
1842-----	1,273,534	162,866	1,110,668	1,038	1,109,630	1,376,926
1843-----	526,502	102,495	424,007	326	423,681	692,228
1844-----	1,003,420	138,002	865,418	311	865,107	1,330,131
1845-----	897,345	95,684	801,661	14,762	786,899	1,164,004
1846-----	766,664	87,518	679,146	12,129	667,017	1,231,495
1847-----	684,880	59,009	625,871	5,782	620,089	936,677
1848-----	658,075	51,175	606,900	6,713	600,187	1,093,477
1849-----	519,774	59,439	460,335	5,558	454,777	1,092,024
1850-----	588,446	98,369	490,077	11,776	478,301	1,642,970
1851-----	661,768	46,620	615,148	8,023	607,125	1,294,140
1852-----	391,608	47,831	343,777	13,622	330,155	1,408,555
1853-----	479,171	45,567	433,604	16,784	416,820	2,312,656
1854-----	598,251	52,318	545,933	79,717	466,216	2,179,799
1855-----	266,829	27,236	239,593	36,508	203,085	2,050,602
1856-----	253,730	19,635	234,095	26,035	208,060	2,140,848
Yearly average-----	807,325	87,507	719,818	15,337	704,481	1,584,310



## No. 70.

*Statement exhibiting the foreign importations and exportations and the home consumption of imported flax, also the foreign importations and exportations of linen and linen fabrics and the home consumption thereof, together with the total home consumption of imports of flax and the manufactures of flax in the United States for the last seventeen years and the yearly average thereof.*

Years.	IMPORTATIONS OF FLAX AND THE MANUFACTURES THEREOF.						
	Flax, unmanufactured.			Linen and linen fabrics.			Total home consumption of imports of flax and manufactures of flax in the United States.
	Foreign importa- tions.	Foreign exporta- tions.	Home consump- tion.	Foreign importa- tions.	Foreign exporta- tions.	Home consump- tion.	
1840.....				\$4,614,466	\$425,466	\$4,189,000	\$4,189,000
1841.....				6,846,807	280,459	6,566,348	6,566,348
1842.....				3,669,231	210,176	3,459,055	3,459,055
1843.....	\$15,193		\$15,193	1,484,921	161,667	1,323,254	1,338,447
1844.....	67,738	\$626	67,112	4,492,826	129,726	4,363,100	4,430,212
1845.....	90,509	6,544	83,965	4,923,109	159,626	4,763,483	4,847,448
1846.....	16,337		16,337	5,098,505	125,570	4,972,935	4,989,272
1847.....	28,365		28,365	5,154,837	97,601	5,057,236	5,085,601
1848.....	102,261		102,261	6,624,648	300,159	6,324,489	6,426,750
1849.....	127,859		127,859	5,907,242	187,948	5,719,294	5,847,153
1850.....	128,917		128,917	8,134,674	129,878	8,004,796	8,133,713
1851.....	176,197		176,197	8,795,740	107,382	8,688,358	8,864,555
1852.....	175,342		175,342	8,515,709	131,153	8,384,556	8,559,898
1853.....	135,684		135,684	10,236,037	149,399	10,086,638	10,222,322
1854.....	250,391		250,391	10,863,536	179,598	10,683,938	10,934,329
1855.....	286,809		286,809	8,617,165	278,850	8,338,315	8,625,124
1856.....	132,461		132,461	11,189,463	179,666	11,009,797	11,142,258
Yearly av'ge.	123,861		123,349	6,774,642	190,254	6,584,388	6,685,970

No. 71.—*Statement exhibiting the population, consumption of imported hemp in the United States, less domestic exports, and the per capita thereof; the consumption of imported manufactures of hemp, less domestic exports, with the per capita thereof, and the total consumption of hemp and the manufactures of hemp less domestic exports, and the per capita thereof, in the United States, for the years 1840-'50-'55.*

Years.	Population.	Consumption of imported hemp in the United States, less domestic exports.	Allotment per capita of imported hemp consumed in the United States.	Consumption of imported manufactures of hemp in the United States, less domestic exports.	Allotment per capita of the consumption of imported manufactures of hemp in the United States, less domestic exports.	Total consumption of imported hemp and imported manufactures of hemp, less domestic exports in the United States.	Allotment per capita of total consumption of importations of hemp and manufactures of hemp, less domestic exports in the United States.
1840 .....	17,069,453	\$686,777	\$0 4.02	\$1,353,556	\$0 7.93	\$2,040,343	\$0 11.95
1850 .....	23,191,876	1,164,669	5.02	478,301	2.06	1,642,970	7.08
1855 .....	27,185,517	1,847,517	6.80	203,085	0.75	2,050,602	7.55

No. 72.—*Statement exhibiting the population, consumption of imported flax in the United States, and the allotment per capita thereof; the consumption of imported manufactures of flax, and the allotment per capita thereof, and the total consumption of imported flax and imported manufactures of flax, with the allotment per capita thereof, in the United States, for the years 1840-'50-'55.*

Years.	Population.	Consumption of imported flax in the United States.	Allotment per capita of the consumption of imported flax in the United States.	Consumption of imported manufactures of flax in the United States.	Allotment per capita of the consumption of imported manufactures of flax in the United States.	Total consumption of imported flax and imported manufactures of flax in the United States.	Allotment per capita of the total consumption of imported flax and imported manufactures of flax in the United States.
1840 .....	17,069,453	.....	.....	\$4,189,000	\$0 24.54	\$4,189,000	\$0 24.54
1850 .....	23,191,876	\$128,917	\$0 0.55	8,004,796	34.51	8,133,713	35.06
1855 .....	27,185,517	286,809	1.05	8,338,315	30.67	8,625,124	31.72

## No. 73.

*Statement exhibiting the population, product of hemp and flax grown in the United States, and the allotment per capita thereof; total consumption of hemp and flax in the United States, less domestic exports, and the allotment per capita thereof, and the total consumption of foreign and domestic hemp and flax, and the foreign manufactures of hemp and flax, less domestic exports, with the allotment per capita for the years 1840-'50.*

Years.	Population.	Products of hemp and flax raised in the United States	Allotment per capita of the production of hemp and flax in the United States.	Total consumption of hemp and flax in the United States, less domestic exports.	Allotment per capita of the total consumption of hemp and flax in the United States, less domestic exports.	Total consumption of foreign and domestic hemp and flax, and the foreign manufactures of hemp and flax in the United States, less domestic exports.	Allotment per capita of the total consumption of foreign and domestic hemp and flax, and the foreign manufactures thereof, less domestic exports in the United States.
1840 ..	17,069,453	*\$8,790,001	\$0 51.49	\$9,476,778	\$0 55.51	\$15,019,344	\$0 87.98
1850 ..	23,191,876	4,809,294	20.74	6,102,880	25.76	14,585,977	62.88
1855 ..	27,185,517	.....	.....	.....	.....	.....	.....

\* The census returns for 1840 and 1850, are not uniform, the former giving the combined product of hemp and flax for that year, whilst the latter give those articles separately. The manufactures of hemp and flax in the United States for 1850 have not been published.

No. 74.—Statement exhibiting the foreign importations and exportations, domestic exports and home consumption of coal; also the home consumption of the foreign importations of coal, less domestic exports, and domestic exports, less the home consumption of foreign importations of coal, in the United States for the last seventeen years, and the annual average thereof.

## COAL.

Years.	Foreign importations.	Foreign exports.	Domestic exports.	Home consumption of foreign importations.	Home consumption of foreign importations, less domestic exports.	Domestic exports, less the home consumption, of foreign importations of coal in the United States.
1840.....	\$387, 238	\$38, 437	-----	\$348, 801	\$348, 801	-----
1841.....	369, 352	76, 040	-----	293, 312	293, 312	-----
1842.....	380, 635	53, 716	-----	326, 919	326, 919	-----
1843.....	116, 312	34, 414	-----	81, 898	81, 898	-----
1844.....	236, 963	33, 282	-----	203, 681	203, 681	-----
1845.....	223, 919	35, 957	-----	187, 962	187, 962	-----
1846.....	378, 597	41, 906	-----	336, 691	336, 691	-----
1847.....	370, 985	40, 110	-----	330, 875	330, 875	-----
1848.....	461, 140	34, 143	\$47, 112	426, 997	379, 885	-----
1849.....	409, 282	27, 028	40, 396	382, 254	341, 858	-----
1850.....	378, 817	16, 962	167, 090	361, 855	194, 765	-----
1851.....	479, 785	1, 690	163, 977	478, 095	314, 118	-----
1852.....	406, 841	1, 189	188, 906	405, 652	216, 746	-----
1853.....	490, 010	1, 519	336, 003	488, 491	152, 488	-----
1854.....	593, 543	7, 617	443, 506	585, 926	142, 420	-----
1855.....	903, 067	9, 242	637, 006	893, 825	256, 819	-----
1856.....	604, 187	7, 093	677, 420	597, 094	-----	\$80, 326
Yearly average.	422, 981	27, 079	300, 157	395, 902	256, 827	80, 326

The year 1843 is given for nine months only, in consequence of a change in the fiscal year.

No. 75.—Statement exhibiting the population, home consumption of the foreign importations of coal, and the per capita thereof; and the home consumption of the foreign importations of coal, less domestic exports, and the allotment per capita thereof, in the United States for the years 1840, 1850, and 1855.

Years.	Population.	Home consumption of foreign importations of coal.	Allotment per capita of the home consumption of the foreign importations of coal.	Home consumption of the foreign importations of coal, less domestic exports.	Allotment per capita of the home consumption of the foreign importations of coal, less domestic exports.
1840.....	17, 069, 453	\$348, 801	\$0 02. 04	\$348, 801	\$0 02. 04
1850.....	23, 191, 876	361, 855	01. 56	194, 765	00. 84
1855.....	27, 185, 517	893, 825	03. 29	256, 819	00. 94

The census of 1850 is silent on the subject of the above table, consequently the manufactures cannot be given.

No. 76.—Statement exhibiting the foreign importations and exportations, domestic exports and home consumption of foreign importations of lead, and the manufactures thereof; also home consumption of foreign importations, less domestic exports, of lead, and the manufactures of lead, and domestic exports, less home consumption of foreign importations of lead, and the manufactures thereof, for the last seven years, and the annual average thereof.

## LEAD, AND THE MANUFACTURES THEREOF.

Years.	Foreign importations.	Foreign exports.	Domestic exports.	Home consumption of foreign importations.	Home consumption of foreign importations less domestic exports	Domestic exports less home consumption of foreign importations.
1840.....	\$20,356	\$34,090	\$39,687	-----	-----	\$39,687
1841.....	5,989	-----	117,294	\$5,989	-----	111,305
1842.....	815	-----	540,217	815	-----	539,402
1843 <sup>a</sup> .....	227	525	492,735	-----	-----	492,765
1844.....	103	47	605,256	56	-----	605,200
1845.....	-----	192	357,050	-----	-----	357,050
1846.....	-----	-----	624,796	-----	-----	624,796
1847.....	5,435	-----	138,675	5,435	-----	133,240
1848.....	7,192	121	92,017	7,071	-----	84,946
1849.....	86,257	11,501	43,394	74,756	\$31,362	-----
1850.....	1,187,425	61,876	35,479	1,125,549	1,090,070	-----
1851.....	1,524,138	154,246	28,200	1,369,892	1,341,692	-----
1852.....	1,284,672	132,644	51,194	1,152,028	1,100,834	-----
1853.....	1,619,757	60,657	19,604	1,559,100	1,539,496	-----
1854.....	2,102,487	28,117	43,352	2,074,370	2,031,018	-----
1855.....	2,566,163	90,638	19,531	2,475,525	2,455,994	-----
1856.....	2,554,234	139,578	33,140	2,414,656	2,381,516	-----
Yearly average..	864,350	54,941	193,038	943,480	1,496,498	332,043

<sup>a</sup> The year 1843 is given for nine months only, in consequence of a change in the fiscal year.

No. 77.—Statement exhibiting the population, home consumption of foreign importations of lead, and manufactures of lead, and the allotment per capita thereof; also the home consumption of foreign importations of lead, and the manufactures of lead, less the domestic exports, and the allotment per capita thereof, for the years 1840, 1850, and 1855.

Years.	Population.	Home consumption of foreign importations of lead.	Allotment per capita of the home consumption of the foreign importations of lead and manufactures thereof.	Home consumption of foreign importations of lead less domestic exports.	Allotments per capita of the home consumption of foreign importations of lead and manufactures thereof less domestic exports.
1840.....	17,069,453	-----	-----	-----	-----
1850.....	23,191,876	\$1,125,549	\$0 04 $\frac{85}{100}$	\$1,090,070	\$0 04 $\frac{70}{100}$
1855.....	27,185,517	2,475,523	09 $\frac{11}{100}$	2,455,994	09 $\frac{03}{100}$

The census of 1850 is silent upon the subject of the above table, consequently the manufactures cannot be given.

No. 78.—Statement exhibiting the foreign importations, foreign and domestic exportations, and home consumption of foreign copper, and the manufactures thereof, together with the total home consumption of foreign copper, and manufactures of copper, less domestic exports, for the last seventeen years, and the yearly average thereof.

Years.	Imports and exports of copper ore, plates, pig, bar, old, and manufactures of copper.				
	Foreign imported.	Foreign exported.	Domestic exported.*	Home consumption of foreign copper.	Total home consumption of foreign copper and the manufactures of copper less domestic imports.
1840.....	\$1,663,515	\$78,874	\$86,954	\$1,584,641	\$1,497,687
1841.....	1,780,357	127,669	72,932	1,652,688	1,579,756
1842.....	1,365,701	93,347	97,021	1,272,354	1,175,333
1843.....	750,862	226,497	79,234	524,365	445,131
1844.....	1,450,557	101,997	91,446	1,348,560	1,257,114
1845.....	2,075,448	62,775	94,736	2,012,673	1,917,937
1846.....	2,239,373	15,900	62,088	2,223,473	2,161,385
1847.....	2,691,929	29,581	64,980	2,662,348	2,597,368
1848.....	1,847,114	421,060	61,468	1,426,054	1,364,586
1849.....	2,445,315	65,326	66,203	2,379,989	2,313,786
1850.....	2,417,680	330,288	105,060	2,087,392	1,982,332
1851.....	2,753,747	122,794	91,871	2,630,953	2,539,082
1852.....	2,501,929	121,978	103,039	2,379,951	2,276,912
1853.....	3,411,496	97,198	108,205	3,314,298	3,206,093
1854.....	3,430,623	65,125	91,984	3,365,498	3,273,514
1855.....	4,022,363	997,344	690,766	3,025,019	2,334,253
1856.....	2,702,603	94,764	534,846	2,607,841	2,072,995
Yearly average.....	2,326,507	179,560	147,226	2,146,947	1,999,721

NOTE.—The domestic exports embrace the manufactures of copper and brass, and cannot be separately given.

From a want of uniformity in the returns, the value of the raw material has been blended with the manufactured article.

No. 79.—Statement exhibiting the population, home consumption of foreign copper, and the manufactures thereof, with the allotment per capita, and total home consumption of foreign copper, and manufactures of copper, less domestic exports, and the allotment per capita thereof, for the years 1840, 1850, and 1855.

Years.	Population.	Home consumption of foreign copper and manufactures of copper per.	Allotment per capita of the consumption of foreign copper and manufactures of copper in the United States.	Total home consumption of foreign copper and manufactures of copper, less domestic exports.	Allotment per capita of total home consumption of foreign copper and manufactures of copper, less domestic exports.
1840.....	\$17,069,453	\$1,584,641	\$0 09 28-100	\$1,497,687	\$0 08 77-100
1850.....	23,191,876	2,087,392	9	1,982,332	8 55-100
1855.....	27,185,517	3,025,019	11 13-100	2,334,253	8 59-100

The census of 1850 does not give the manufactures of copper.

## No. 80.

*Statement exhibiting the foreign importations and exportations and home consumption of foreign silk; the foreign importations, exportations, and home consumption of manufactures of silk, and the total home consumption of importations of silk and manufactures of silk in the United States, for the last seventeen years, with the yearly average thereof.*

## IMPORTATIONS OF SILK AND MANUFACTURES OF SILK.

Years.	Silk, unmanufactured.			Silk, manufactures of.			Total home consumption of importations of silk and the manufactures of silk in the United States.
	Foreign importations.	Foreign exportations.	Home consumption.	Foreign importations.	Foreign exportations.	Home consumption.	
1840-----	\$234, 235	\$200, 239	\$33, 996	\$9, 601, 522	\$1, 015, 532	\$8, 585, 990	\$8, 619, 986
1841-----	254, 102	227, 113	26, 989	15, 300, 795	356, 264	14, 944, 531	14, 971, 520
1842-----	33, 002	420	32, 582	9, 444, 341	265, 159	9, 179, 182	9, 211, 764
1843-----	53, 350	3, 353	49, 997	2, 662, 087	206, 777	2, 455, 310	2, 505, 307
1844-----	172, 953	7, 102	165, 851	8, 310, 711	230, 838	8, 079, 873	8, 245, 724
1845-----	208, 454	4, 362	204, 092	9, 731, 796	246, 272	9, 485, 524	9, 689, 616
1846-----	216, 647	23, 999	192, 648	10, 667, 649	195, 753	10, 471, 896	10, 664, 544
1847-----	250, 086	8, 385	241, 701	11, 733, 371	334, 173	11, 399, 198	11, 640, 899
1848-----	354, 973	19, 858	335, 115	14, 543, 633	340, 853	14, 202, 780	14, 537, 895
1849-----	384, 535	55, 515	329, 020	13, 791, 232	388, 572	13, 402, 660	13, 731, 680
1850-----	401, 385	7, 408	393, 977	17, 639, 624	352, 637	17, 286, 987	17, 680, 964
1851-----	456, 499	43, 856	412, 643	25, 777, 245	500, 168	25, 277, 077	25, 689, 720
1852-----	378, 747	7, 143	371, 604	21, 651, 752	604, 855	21, 046, 897	21, 418, 501
1853-----	722, 931	282	722, 649	30, 434, 886	607, 294	29, 827, 592	30, 550, 241
1854-----	1, 099, 389	7, 966	1, 091, 423	34, 696, 831	843, 154	33, 853, 677	34, 045, 100
1855-----	751, 617	71, 122	680, 495	24, 366, 556	902, 135	23, 464, 421	24, 144, 916
1856-----	991, 234	4, 255	986, 979	30, 226, 532	576, 513	29, 650, 019	30, 636, 998
Yearly average.	409, 655	40, 728	368, 927	17, 092, 974	468, 644	16, 624, 330	16, 993, 257

*Statement exhibiting the population, consumption of imported silk, and the allotment per capita thereof; consumption of imported manufactures of silk, and the per capita thereof, and the total home consumption of importations of silk and manufactures of silk in the United States, with the allotment per capita thereof for the years 1840, 1850, and 1855; also, the production of silk in the United States, and the allotment per capita thereof, and the total consumption of foreign and domestic silk and foreign manufactures of silk in the United States, and the allotment per capita thereof, for the years 1840 and 1850.*

Years.	Population.	Consumption of imported raw silk in the United States.	Allotment per capita of the consumption of imported raw silk in the United States.	Consumption of imported manufactures of silk in the United States.	Allotment per capita of the consumption of imported manufactures of silk in the United States.	Total home consumption of importations of silk and manufactures of silk in the United States.	Allotment per capita of the total home consumption of importations of silk and manufactures of silk in the United States.	Production of silk in the United States.	Allotment per capita of the production of silk in the United States.	Total consumption of foreign and domestic silk, and foreign manufactures of silk in the United States.	Allotment per capita of the total consumption of foreign and domestic silk and foreign manufactures of silk in the United States.
1840...	17,069,453	\$33,996	\$0 00. 20	\$8,585,990	\$0 50. 30	\$8,619,986	\$0 50. 50	\$61,653	\$0 00. 36	\$8,681,639	\$0 50. 86
1850...	23,191,876	393,977	1. 69	17,286,987	74. 46	17,680,964	76. 15	10,843	00. 05	17,691,807	76. 20
1855...	27,185,517	680,495	2. 50	23,464,421	86. 31	24,144,916	88. 81	( <sup>c</sup> )	-----	-----	-----

<sup>c</sup> The census of 1850 does not furnish the manufactures of silk in the United States.



No. 82.

TREASURY DEPARTMENT,  
November 27, 1856.

SIR: According to your instructions, I herewith submit tables of Railroad Statistics. They have been compiled from the returns made by their officers, in answer to interrogatories from this department, and from such other means of information as were at the time accessible. It is to be regretted that the tables are not more perfect; but the indisposition on the part of many railroad companies to give their statistics, their neglect to respond to your inquiries, and the incompleteness of some of the statistics when furnished, have necessarily prevented as accurate a return as might reasonably have been expected.

The details of the roads in the eastern, middle, and most of the southern States, are much more exact, and have been more generally furnished, than those in the west and northwest. In Michigan, Illinois and Wisconsin, scarcely any returns have been made from the officers of working roads, while no information of any kind has been received from California, and but little from Texas, either as respects the railroads worked or projected within their limits. It is believed, however, that this compilation will be the basis of more complete and satisfactory statements.

There can be no question as to the importance of such statistics, exhibiting, as they do, not only the immense capital invested in and represented by these works of internal improvement, but also the enormous development of our domestic resources which must necessarily attend upon their completion.

It is proper to observe that a large proportion of the details of these tables is made up from the operations of the year 1855. The travel and business of the present year have been much greater than that of the previous one—estimated on some lines as high as thirty per cent., and exhibiting on all routes an increase of their financial prosperity. Many new roads have been opened for passengers within the last few months, and connexions established between important routes, which have added largely to travel and business. It would be safe, therefore, to add twelve per cent. to the present statistics in estimating the railroad operations of the year 1856.

All which is respectfully submitted.

I have the honor to be, most respectfully, &c.,

WM. HEMPHILL JONES.

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

*Railroad Statistics of the United States.*

MAINE.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and of branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost, if not completed.
Androscoggin and Kennebec Railroad Company.	April 7, 1845..	June 1, 1847..	Nov. 29, 1849, so as to be put in operation.	Danville junction and Waterville.	54½ miles.....	No double track, except sidings.	\$2,262,249 87
Bangor, Oldtown, and Milford Railroad Company	1833, act additional, 1847.	June 25, 1834..	Nov. 30, 1836, relaid with iron, 1849.	Oldtown and Milford—no branches.	13½ miles.....	No double track, but sidings.	435,000 00
Buckfield Branch Railroad Company.	July 22, 1847..	1849.	18 miles now completed—remainder expected in 1857.	Mechanics' Falls and Camden Point, on Androscoggin river.	28½ miles.....	None, (except for turnouts.)	20,000 per mile.
Calais and Baring Railroad Company,	July 26, 1849..	1850.	1851.	Calais and Baring....	6 miles.....	None .....	225,000 00
Great Falls and South Berwick Branch Railroad Company.	1841.	August, 1853..	January, 1855.....	Great Falls and South Berwick junction	6 miles.....	None .....	175,000 00
Kennebec and Portland Railroad Company.	1836.	1836.	1852.	Augusta and Portland—Bath branch.	62½ miles main, 9½ branch.	None .....	2,753,877 68
Machiasport Railroad Company.	February, 1842	1841.	1842.	Whitneyville and Machiasport.	7½ miles.....	None .....	100,000 00
Oldtown and Lincoln Railroad Company.	March 6, 1852.	November, 1843.	Work suspended in 1854—uncertain when to be resumed.	Oldtown and Mattawamkeag.	About 50 miles.	None .....	Estimated about \$1,000,000.
Penobscot Railroad Company.	Aug. 21, 1850..	January, 1853..	Expected to be in 1857.	Bangor and Milford...	13 miles.....	None .....	Estimated about \$500,000.
Portland, Saco, and Portsmouth Railroad Company.	March 14, 1827.	1841.	1842.	Portland, Maine, and Portsmouth, N. H.	51½ miles.....	None, except sidings.	\$1,359,318 77
Somerset and Kennebec Railroad Company.	Aug. 8, 1848..	1854.	Probably in December, 1856.	Augusta and Skowhegan.	36 miles—no branches.	None .....	Estimated \$800,000.

*Railroad Statistics of the United States—Maine—Continued.*

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Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and of branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost if not completed.
York and Cumberland Railroad Company.	July 30, 1846...	Aug. 12, 1848..	Not completed—probably in 1860. 1853.	Portland and South Berwick.	45 miles—no branches.	None .....	Estimated \$1,700,000.
Atlantic and St. Lawrence Railroad Company.	Feb. 10, 1845..	1846.		Portland and Island Point, Vt.—Berlin Falls is the branch terminus.	165 miles main road—branch 1½ miles.	None, except sidings—sidings 18 miles.	\$6,282,172 71

REPORT ON THE FINANCES.

*Railroad Statistics of the United States—Maine—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of the operating expenses, including repairs.	Annual rate and amount of interest paid.
Androscoggin and Kennebec Railroad Company.	\$588,042 64	\$1,526,700 00	\$147,507 23	\$1,674,207 23	\$210,000 00	\$99,000 00	6 per cent.—\$100,000 paid.
Bangor, Oldtown, and Milford Railroad Company.	\$135,000 by the present stockholders and \$300,000 by the original.	No bonds.....	None .....	58,887 75 due on construction.	38,828 26	33,575 62	None.....
Buckfield Branch Railroad Company.	All capital paid in and expended as far as road extends.	None .....	None .....	None .....	11,105 32	7,140 60	None.....
Calais and Baring Railroad Company.	\$100,000 00	112,000 00	12,000 00	124,000 00	37,000 00	16,900 00	6 per cent.—\$9,000 paid.
Great Falls and South Berwick Branch Railroad Company.	\$90,000 — \$10,000 subscribed, but not yet paid.	75,000 00	20,000 00	80,000 00	Operations upon the road have been suspended.	No return.....	No return.....
Kennebec & Portland R.R. Co.	745,198 58	494,000 00	267,236 72	761,236 72	228,747 39	154,831 02	6 per cent.....
Machiasport Railroad Co..	75,000 00	None .....	None .....	Nothing.....	9,000 00	6,000 00	None.....
Oldtown and Lincoln Railroad Company.	35,000 00	None .....	None .....	None .....	No operations on road.	None .....	None.....
Penobscot Railroad Co....	174,560 09	35,300 00	No return.....	No return.....	No return.....	No return.....	No return.....
Portland, Saco, and Portsmouth Railroad Comp'y.	1,500,000 00	None now outstanding.	None .....	None .....	270,214 48	133,921 84	None.....
Somerset & Kennebec R.R. Co.	262,462 00	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....
York and Cumberland Railroad Company.	294,194 27	379,500 00 (interest due, \$72,000.)	256,000 00	747,500 00	37,000 00	26,000 00	No interest paid on mortgages for 3 years; other debts 6 per cent.
Atlantic and St. Lawrence Railroad Company.	2,494,900 00	3,494,000 00	Nothing.....	3,494,000 00	572,620 12	452,261 57	6 per cent.—\$209,640.

*Railroad Statistics of the United States.—Maine—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per the year.	No. of tons of through freight for the year.
Androscoggin and Kennebec Railroad Company.	\$110,000 00	None .....	67,000	41,000	79,716	32,618	52,001
Bangor, Oldtown, and Milford Railroad Company.	5,252 74	None .....	24,180	Included in the preceding.	54,714½	16,073½	Freight by measurement; principally lumber. 2,443 24-100
Buckfield Branch Railroad Company.	Income is expended in completing.	Same as preceeding.	11,235	11,232	3,125	1,442	
Calais and Baring Railroad Company.	20,000 00	None declared; applied to the liquidation of debt.	No return.....	No return.....	No return.....	No return.....	No return.....
Great Falls and South Berwick Branch Railroad Company.	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....
Kennebec and Portland Railroad Company.	None .....	None .....	130,772	65,384	239,389	No return.....	31,077 3-100
Machiasport Railroad Company.	3,000 00	\$3,000 00 (3 per cent.)	None .....	4,000 miles.....	None .....	None .....	15,000
Oldtown and Lincoln Railroad Company.	None .....	None .....	None .....	None .....	None .....	None .....	None .....
Penobscot Railroad Company.	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....
Portland, Saco, and Portsmouth Railroad Co.	131,292 61	6 per cent..... 90,000 00	88,000	44,000	150,000	134,000	28,600
Somerset and Kennebec Railroad Company.	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....
York and Cumberland Railroad Company.	11,000 00	None .....	34,000	Freight trains attached to passenger trains. 321,282	100,000 in all....	See preceding...	19,000 tons in all
Atlantic and St. Lawrence Railroad Company	120,358 55	6 per cent.....	170,125		83,457	95,839	192,696 in all.

*Railroad Statistics of the United States—Maine—Continued.*

Corporate name of company.	No. of tons of way freight for the year.	Amount of mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	No. of tons of freight carried during the year, or the equivalent number of tons of freight carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties during the year.	No. of casualties not fatal for the year.
Androscoggin and Kennebec Railroad Company.	5, 133	Not given . . . . .	Not given . . . . .	25 miles per hour.	12 miles per hour.	None . . . .	None . . . .
Bangor, Oldtown, and Milford Railroad Company.	6, 000	801, 225	..... do . . . . .	20 miles per hour.	Same as preceding	None . . . .	None . . . .
Buckfield Branch Railroad Company.	1, 649.40	49, 327	37, 463	..... do . . . . .	..... do . . . . .	None . . . .	None . . . .
Calais and Baring Railroad Company.	No return . . . . .	No return . . . . .	No return . . . . .	15 miles per hour.	..... do . . . . .	None . . . .	None . . . .
Great Falls and South Berwick Branch Railroad Company.	..... do . . . . .	..... do . . . . .	..... do . . . . .	No return . . . . .	No return . . . . .	No return . . . .	No return . . . .
Kennebec and Portland Railroad Company.	..... do . . . . .	..... do . . . . .	..... do . . . . .	25 miles per hour.	12 miles per hour.	3	None . . . .
Machiasport Railroad Co..	None . . . . .	None . . . . .	None . . . . .	None . . . . .	10 miles per hour.	None . . . .	None . . . .
Oldtown and Lincoln Railroad Company.	None . . . . .	None . . . . .	None . . . . .	None . . . . .	None . . . . .	None . . . .	None . . . .
Penobscot Railroad Co....	No return . . . . .	No return . . . . .	No return . . . . .	No return . . . . .	No return . . . . .	No return . . . .	No return . . . .
Portland, Saco, and Portsmouth Railroad Co.	22, 000	8, 200, 000	1, 300, 000	25 miles per hour.	15 miles per hour.	None . . . .	None . . . .
Somerset and Kennebec Railroad Company.	No return . . . . .	No return . . . . .	No return . . . . .	No return . . . . .	No return . . . . .	No return . . . .	.....
York and Cumberland Railroad Company.	(See preceding)-	3 passengers to each mile run.	19-34 of a ton for each mile run.	20 miles per hour.	(See preceding)-	None . . . .	None . . . .
Atlantic and St. Lawrence Railroad Company.	Included in preceding.	No return . . . . .	No return . . . . .	25 miles per hour.	12 miles per hour.	1, an employé.	3 employés slightly.

NEW HAMPSHIRE.

Corporate name of company.	Date of charter.	Commenced.	Completed or, if not, when expected to be.	Termini of main road and of branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost if not completed.
Boston, Concord, and Montreal Railroad Company.	Dec. 1844.....	August, 1846..	June 1, 1853.....	Concord to Wells' river, Vt.	93 miles; no branches.	None except sidings.	\$2,862,423 11
Boston and Maine Railroad Company.	See return for State of Massachusetts.						
Cochecho Railroad Company.	July 2, 1847...	1848.	1851.	Dover and Meredith..	28½ miles; no branches.	None .....	801,410 15
Concord Railroad Corporation.	June 27, 1835...	1841.	September, 1842...	Concord and Nashua.	34½ miles; no branches.	34½ miles.....	1,500,000 00
Merrimac and Connecticut River Railroad Company.	June 24, 1848..	August, 1848..	June, 1849 .....	Concord and Bradford	53 miles; no branches.	None .....	1,286,681 31
Northern Railroad Company.	Dec. 27, 1844..	August, 1845..	May, 1848.....	Concord and White river, Franklin and Bristol Branch.	Main 69½ miles; branch 12½.	None except 9½ miles sidings.	3,068,400 00
Peterboro' and Shirley Railroad Company	June, 1846 ....	April, 1848....	May, 1852.....	N. H. State line and Mason Village.	10 miles .....	None .....	214,000 00
Portsmouth and Concord Railroad Company.	July 1, 1845...	April, 1847....	August, 1852 .....	Portsmouth and Concord.	46½ miles; no branch.	None .....	1,108,898 89
Sullivan Railroad Company	July 10, 1846..	August, 1847..	February, 1849 ....	Windsor, Vt., and Walpole, N. H., Bellows Falls Branch.	Main 24.68 mls; branch .52 of a mile.	None .....	1,333,212 12
Wilton Railroad Company.	Dec. 23, 1844..	1847.	1851.	Nashua and Wilton...	15 miles; no branches.	None .....	227,000 00

*Railroad Statistics of the United States—New Hampshire—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of the operating expenses, including repairs.	Annual rate and amount of interest paid.
Boston, Concord and Montreal Railroad Company.	\$1,811,387 45	\$850,000 00	\$239,743 82	\$1,083,743 82	\$286,949 83	\$163,378 67	6 and 7 per cent. \$75,721 68
Boston and Maine Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Cocheco Railroad Company.	388,992 94	395,000 00	35,660 22	430,660 22	52,318 86	27,766 09	7 per cent.....
Concord Railroad Corporation.	1,500,000 00	None ever issued.	Nothing.....	Nothing .....	335,948 88	199,494 93	Nothing.....
Merrimac and Connecticut River Railroad Company.	595,587 07	359,600 00	332,370 04	691,970 04	80,977 35	59,411 68	8 and 6 per cent. interest only paid on \$250,000.
Northern Railroad Company.	3,068,400 00	355,400 00	None .....	355,400 00	417,585 97	239,977 22	6 per cent. per annum.
Peterboro' and Shirley Railroad Company.	No return .....	67,700 00	33,300 00	101,000 00	No return .....	No return .....	No return .....
Portsmouth and Concord Railroad Company.	535,077 75	350,000 00	292,851 99	642,851 99	80,000 00	55,000 00	6 per cent.....
Sullivan Railroad Company.	500,000 00	854,796 93	24,894 92	879,691 85	75,246 06	56,192 42	.....do.....
Wilton Railroad Company.	213,000 00	14,000 00	None .....	14,000 00	This road is leased to Nashua and Lowell Railroad, and worked by it.	No return .....	No return .....





*Railroad Statistics of the United States—New Hampshire—Continued.*

Corporate name of company.	No. of tons of way freight for the year.	Amount of mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	No. of tons of freight carried during the year, or the equivalent number of tons of freight carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties during the year.	No. of casualties not fatal for the year.
Boston, Concord, and Montreal Railroad Company.	6, 371	821, 149	4, 574, 789	25 miles per hour.	11 miles per hour.	None. ....	2
Boston and Maine Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Cochecho Railroad Company.	9, 205	617, 726 carried one mile.	539,911 tons carried one mile.	24 miles per hour.	12 miles per hour.	None. ....	None. ....
Concord Railroad Corporation.	104, 920	4, 653, 164 carried one mile.	7,579,989 tons carried one mile.	25 miles per hour.	12 miles per hour.	None. ....	None. ....
Merrimac and Connecticut River Railroad Company.	17, 026	771, 672 carried for one mile.	281, 732 tons carried for 1 mile.	30 miles per hour.	No exclusive freight train.	None. ....	None. ....
Northern Railroad Company.	36, 739	3, 796, 466	11, 764, 001	23 miles per hour.	12 miles per hour.	None. ....	2
Peterboro' and Shirley Railroad Company.	No return. ....	No return. ....	No return. ....	No return. ....	No return. ....	No return. ....	No return. ....
Portsmouth and Concord Railroad Company.	.... do. ....	.... do. ....	.... do. ....	22 miles per hour.	12 miles per hour.	None. ....	None. ....
Sullivan Railroad Company.	2, 990 00	1,085,688 passengers carried one mile.	824, 799 tons carried one mile.	26 miles per hour.	.... do. ....	None. ....	1
Wilton Railroad Company.	No return. ....	No return. ....	No return. ....	No return. ....	No return. ....	No return. ....	No return. ....

# *Railroad Statistics of the United States.*

## VERMONT.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and of branches.	Length main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost if not completed.
Connecticut and Passumpsic River Railroad Company.	Nov. 10, 1835..	1846.....	Expected to be Oct., 1859.	White River Junction of Northern New Hampshire and Vermont Central, and runs to the Canada line.	61 miles finished to St. Johnsbury; to Canada line, 50 miles in progress.	None .....	\$3,000,000 00
Rutland and Burlington Railroad Company.	Nov. 1, 1843..	April, 1847 ....	Dec., 1849 ....	Burlington and Bellows' Falls.	120 miles; no branch.	None .....	6,000,000 00
Rutland and Washington Railroad Company.	Nov., 1847 ....	July, 1850. ....	Feb., 1852 ....	Rutland, Vermont, and Salem, New York, with lease of Troy and Rutland railroad.	46 miles main, 63 miles leased.	5 miles of siding and branches.	2,200,000 00 whole line.
Western Vermont Railroad Company.	Nov. 5, 1845..	October, 1850 .	July 1, 1852...	Rutland and State line, North Bennington and Bennington.	54 miles main, 10½ branch and siding.	None .....	1,084,561 63
Vermont Central Railroad Company.	Oct. 31, 1843..	Soon after the charter was granted.	April, 1850....	Burlington and Windsor, branch into Montpelier.	114½ miles main, 1½ branch.	None .....	9,000,000 00
Vermont and Canada Railroad Company.	Oct. 31, 1845..	Soon after the charter was granted.	Oct. 1850. ....	Essex and Rouse's Point.	47½ miles .....	None .....	1,300,000 00
Vermont and Massachusetts Railroad Company. (See railroads in Massachusetts.)	Returned in Massachusetts railroads.	.....	.....	.....	.....	.....	.....
Vermont Valley Railroad Company.	Nov. 8, 1848..	April, 1850....	June 23, 1851..	Bellows' Falls and Brattleboro'.	24 miles .....	None .....	1,301,455 09

*Railroad Statistics of the United States—Vermont—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate am't of debt.	Annual receipts.	Amount of the operating expenses, including repairs.	Annual rate and amount of interest paid.
Connecticut and Passumpsic River Railroad Company.	\$1,800,000 00	\$300,000 00	None .....	\$300,000 00	\$174,308 21	\$98,125 41	6 per cent.....
Rutland and Burlington Railroad Company.	2,233,376 31	3,042,652 24	\$1,106,990 33	4,149,642 57	\$401,687 24	350,614 15	6 per cent. on floating debt; 7 per cent. on bonds.
Rutland and Washington Railroad Company.	1,050,000 00	1,150,000 00	None .....	1,150,000 00	\$200,000 00	100,000 00	6 per cent.....
Western Vermont Railroad Company.	331 939 39	700,000 00	No return.....	No return.....	\$132,512 99	104,233 21	7 per cent. on 1st mortgage, of \$400,000.
Vermont Central Railroad Company.	5,000,000 00	3,500 000 00	500,000 00	4,000,000 00	(Having leased the Vermont and Canada Railroad, the returns subsequently given are for both roads,) \$765,945 54.	553,074 42	7 per cent.....
Vermont and Canada Railroad Company.	1,300,000 00	None .....	None .....	Nothing.....	This road is leased to the Vermont Central, which pays 8 per cent. semi-annually to this road.	Included in Vermont Central.	Included in Vermont Central.
Vermont and Massachusetts Railroad Company. (See railroads in Massachusetts.)	-----	-----	-----	-----	-----	-----	-----
Vermont Valley Railroad Company.	513,705 00	793,200 00	None .....	793,200 00	\$55,000	45,000 00	7 per cent. on \$679,200; 6 per cent. \$114,000.

*Railroad Statistics of the United States—Vermont—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight for the year.
Connecticut and Passumpsic River Railroad Company.	\$76,183 80	For last two years no dividends paid; part of earnings used to pay interest, and \$22,000 carried to contingent account.	38,308	37,332	Through and way, 62,237.	See preceding ...	Through and way, 27,666.
Rutland and Burlington Railroad Company.	No return.....	No return.....	146,901	216,610	57,356	115,323	85,873
Rutland and Washington Railroad Company.	Not returned ...	No dividends yet paid.	64,322	33,098	85,813, in all.	See preceding ...	56,277
Western Vermont Railroad Company.	28,279 78	None .....	85,956	44,616	Unknown .....	Unknown .....	Unknown .....
Vermont Central Railroad Company.	200,000 00	.....do.....	215,551	366,722	11,037	161,611	83,493
Vermont and Canada Railroad Company.	Included in Vermont Central.	Included in Vermont Central.	Included in Vermont Central.	Included in Vermont Central.	Included in Vermont Central.	Included in Vermont Central.	Included in Vermont Central.
Vermont and Massachusetts Railroad Company. (See railroads in Massachusetts.)	.....	.....	.....	.....	.....	.....	.....
Vermont Valley Railroad Company.	10,000 00	None .....	32,542	15,685	23,484	11,558	24,444

Corporate name of company.	No. of tons of way freight for the year.	Amount of mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	No. of tons of freight carried during the year, or the equivalent number of tons of freight carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties during the year.	No. of casualties not fatal for the year.
Connecticut and Passump- sic River Railroad Com- pany.	See preceding..	\$1,493,683 passen- gers for one mile.	No return. ....	24 miles per hour..	10 miles per hour..	None .....	None .....
Rutland and Burlington Railroad Company.	14,379	\$6,863,090 passen- gers one mile.	7,074,110 tons for one mile.	25 miles per hour..	10 miles per hour..	One .....	None .....
Rutland and Washington Railroad Company.	See preceding..	\$1,355,641 passen- gers for one mile.	1,008,255 tons for one mile.	per hour, 27½, in- cluding stops, 34 in motion.	12 1-5 including stops, 14 2-5 in motion.	None .....	One .....
Western Vermont Railroad Company.	Unknown .....	Unknown .....	Unknown .....	miles p hour..	15 miles per hour..	One .....	None .....
Vermont Central Railroad Company.	113,203	\$6,676,247 passen- gers carried one mile.	20,481,354 car- ried for one mile.	25 miles per hour..	12 miles per hour..	Ten .....	Sixteen .....
Vermont and Canada Rail- road Company.	Included in Ver- mont Central	Included in Vermont Central.	Included in Ver- mont Central.	Included in Vermont Central.	cluded in Vermont Central.	Included in Ver- mont Central.	Included in Ver- mont Central.
Vermont and Massachu- setts Railroad Company. (See railroads in Massa- chusetts.)	.....	.....	.....	.....	.....	.....	.....
Vermont Valley Railroad Company.	1,359	701,047 passengers carried for one mile.	596,000 tons car- ried for one mile.	26 miles per hour including stops.	12 miles per hour including stops.	None .....	None .....

# Railroad Statistics of the United States.

## MASSACHUSETTS.

Corporate name of company.	Date of charter.	Commenced.	Completed or, if not, when expected to be.	Termini of main road and branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost if not completed.
Amherst and Belchertown Railroad Company.	May, 1851.....	1851.	1852.	Amherst and Palmer.	20 miles .....	None .....	\$296,000 00
Barre and North Brookfield Railroad Company.	May 2, 1852...	Not yet commenced.	.....	Barre and N. Brookfield.	16 miles .....	.....	250,000 00
Berkshire Railroad Company.	April 13, 1837.	May, 1844.....	1842; heavy rail re-laid 1847.	State line on the south and West Stockbridge on the north.	21 miles .....	None except turnouts.	500,000 00
Boston, Barre, and Gardner Railroad Company.	April 26, 1847.	Not yet commenced.	.....	South Gardner and Worcester, and Nashua railroad.	13½ miles .....	.....	1,000,000 00
Boston and Lowell Railroad Company.	June 5, 1830 ..	June, 1831 ....	June 24, 1835.....	Boston and Lowell. Branch.—Winchester and Woburn Centre.	26 miles, main; 2 miles, branch.	Entire main road double.	2,188,595 25
Boston and Maine Railroad Company.	Maine, 1836; N. Hamp. 1835; Mass. 1833.	1835.	1842.	Boston and South Berwick. Branches.—Medford, Methuen, and Great Falls.	Main, 74½ miles; Methuen branch 3½; Medford branch 1½; G. Falls branch 2½.	29 miles ....	4,197,878 79
Boston and Providence Railroad Company.	July 22, 1831..	1831.	1835.	Boston and Providence. R. I. Branches.—Boston and Dedham, Pautucket and Attleboro.	43½ miles main, 12 miles branches.	15½ miles....	3,667,134 31
Boston and New York Central Railroad Company.	Composed of three companies, consolidated December 12, 1853.	Norfolk county railroad, 1847; Southbridge & Blackstone, 1852; Midland, 1853.	Not yet completed; expect to be finished May, 1847.	Boston and Southbridge. Branch to Norwich and Worcester railroad at Thompson.	74½ miles main, 7 miles branch	None .....	4,000,000 00

Boston and Worcester Railroad Corporation.	1831.	1832.	1834.	Boston and Worcester. 44½ miles main, 24½ miles branches.	4,865,439 03
Cape Cod Railroad Company.	April 8, 1846; Extension, May 21, 1851.	September, 1846	July 12, 1854.....	Branches to Brookline, Newlin, Lower Falls, Saxonville, Milford, Framingham, and Millsbury. Middleboro' and Hyanis. 46 miles.....	None..... 1,049,623 88
Cheshire Railroad Company.	Dec. 27, 1844.	1845.	1850.	Bellows Falls & South Ashburnham. 54 miles.....	None..... 3,179,686 76
Connecticut River Railroad Company.	March 1, 1842; renewed Feb. 1844; extended April, 1846; extended Jan. 1845.	July, 1844.....	January 1, 1849.....	Springfield and South Vernon. Branches.—Chicopee and Chicopee Falls. 50 miles main, 2 miles branches.	None..... 1,802,244 76
Dorchester and Milton Branch Railroad Company.	May, 1846.....	May, 1847.....	December, 1847...	Neponset Station to Dorchester and Milton Upper Mills. 3½ miles.....	None..... 136,789 42
Danvers Railroad Company	1852.	1853.	October, 1854 .....	North Danvers and South Reading. 9 miles.....	None..... 225,000 00
Dorchester and Milton Extension Railroad Company	May, 1854.....	Surveyed and estimated for, but not yet commenced.	See preceding.....	Dorchester and Milton Branch railroad and Boston and New York Central railroad.	.....
Easton Branch Railroad Company.	March 3, 1854.	July 10, 1854..	May 16, 1855.....	Easton and Stoughton. 4 miles.....	None..... 57,000 00
The Eastern Railroad Company.	April 14, 1836.	1836.	Dec. 31, 1840.....	Boston & Portsmouth. Branches.—Salem and Marblehead, Lynn and Malden, Salem and Gloucester, East Salisbury and Amesbury, Salem and S. Reading. 60 $\frac{2}{10}$ miles main, 33 $\frac{4}{10}$ branches.	18 miles .... 4,621,736 35
Fairhaven Branch Railroad Company.	May 1, 1849...	Nov. 15, 1852..	Nearly completed..	New Bedford and Cape Cod Railroad at Tremont Iron Works, Wareham. 15 $\frac{11}{100}$ miles.....	None..... 500,000 00



*Railroad Statistics of the United States—Massachusetts—Continued.*

Corporate name of Company.	Date of charter.	Commenced.	Completed; or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Fitchburg Railroad Company.	March 3, 1842.	May 20, 1843.	March 5, 1845.	Boston and Fitchburg. <i>Branches.</i> — Watertown branch, Cambridge and Waltham, Lancaster and Sterling, South Acton and Marlboro'.	50 $\frac{23}{100}$ miles; 16 $\frac{85}{100}$ branches.	50 $\frac{23}{100}$ .....	\$3,765,998 19
Fitchburg and Worcester Railroad Company.	April 16, 1846.	May, 1848.	Feb., 1850	Sterling junction and Fitchburg.	14 miles	None	333,884 69
Grand Junction Railroad and Depot Company.	April 10, 1846.	1847.	1855.	East Boston and junction with Boston and Worcester Railroad in Brookline, and connects with all the roads leading out of Boston.	9 $\frac{1}{2}$ miles	5 miles	563,166 79 and in addition the sum of 1,288,237 laid out in wharves and warehouses.
Hampshire and Hampden Railroad Corporation.	1852.	1853.	July 1, 1856	Northampton and the Connecticut State line at Southwick.	24 $\frac{96}{100}$ miles	None	530,000 00
Horn Pond Branch Railroad Company.	May 7, 1852	1853.	1855.	Horn Pond and ———.	$\frac{1}{2}$ of a mile	$\frac{1}{2}$ of a mile	10,000 00
Lexington and West Cambridge Railroad Corporation.	1844.	1844.	1845.	Lexington, and the Fitchburg railroad in Cambridge.	7 miles	none, except turnouts.	242,000 00
Lowell and Lawrence Railroad Company.	1846.	1847.	1848.	Lowell and Lawrence.	12 $\frac{35}{100}$ miles	None	363,658 12
Marlborough Branch Railroad Company.	1851.	Nov. 1853	Nov. 1855	Marlboro' Centre and Feltonville.	5 $\frac{9}{10}$ miles	None	140,000 00
Midway Branch Railroad Company.	April 30, 1852	May, 1852	December, 1852	Medway and North Wrentham.	2 $\frac{6}{10}$ miles	None	37,908 75

Middleborough and Taunton Railroad Company.	April 21, 1848.	April, 1855 .....	August 1, 1856 .....	Middleborough and Taunton. 8 $\frac{1}{2}$ miles .....	8 $\frac{1}{2}$ miles .....	130,000 00
Millbury and Southbridge Railroad Company.	May, 1856 .....	1854.	1857.	Millbury and Southbridge. 25 miles .....	None. ....	Not given. ....
Nashua and Lowell Railroad Corporation.	June, 1835 .....	1837.	1839.	Nashua, N. H., and Lowell, Mass. 15 miles .....	14 miles .....	600,000 00
New Bedford and Taunton Railroad Corporation.	April 13, 1838.	Feb 6, 1839 ..	July 1, 1840 .....	New Bedford and Taunton. Branch.—Weir Village and Acushnet. 20 $\frac{1}{100}$ miles; branch 1 $\frac{1}{2}$ miles.	None. ....	553,245 44
Newburyport Railroad Company.	.....	.....	.....	Danvers and Newburyport. 27 miles .....	None. ....	592,623 00
Boston and New York Railroad Company, (in Massachusetts.)	1855.	1855.	In some two or three years.	Brookline, 4 miles from Boston, and ultimately ends at Middletown, Conn. 32 miles .....	None. ....	Not given. ....
Norwich and Worcester Railroad Company.	May, 1832 .....	1835.	March, 1840 .....	Norwich and Worcester. Branch — Norwich and Allyn's Point. 60 miles main; 7 miles branch.	None. ....	2,598,403 47
Old Colony and Fall River Railroad Company.	March 25, 1854.	Sep. 10, 1854 ..	Old Colony and Fall River united Sept. 10, 1854; had then been constructed nine years.	Boston and Plymouth and Fall River. 79 $\frac{1}{2}$ miles; 7 $\frac{1}{2}$ miles branch.	11 $\frac{1}{2}$ miles ...	3,300,000 00
Peterboro' and Shirley Railroad Company.	May 22, 1845 ..	1846.	1850.	Groton Junction and State Line of N. H. 14 miles .....	None. ....	265 000 00
Pittsfield and North Adams Railroad Company.	March 3, 1842	August, 1845 ..	November, 1846. ..	Pittsfield and North Adams. 18 $\frac{65}{100}$ miles .....	None. ....	443,677 68
South Shore Railroad Company.	March 26, 1846	July, 1847 .....	1850.	Old Colony Railroad Junction at North Braintree and Cohasset. 11 $\frac{1}{2}$ miles .....	None. ....	500,569 26
Salem and Lowell Railroad Company.	1848.	1848.	1850.	South Danvers and Tewksbury junction. 16 $\frac{883}{1000}$ miles .....	None. ....	374,065 79
Saugus Branch Railroad Company.	.....	.....	.....	Saugus and Lynn. .... 8 $\frac{4}{10}$ miles .....	None. ....	184,452 97
South Reading Branch Railroad Company.	.....	.....	.....	South Reading and Danvers. 8 $\frac{15}{100}$ miles .....	None. ....	293,683 65

*Railroad Statistics of the United States—Massachusetts—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and of branches.	Length of the main road and branches	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
South Shore Railroad Company.	-----	-----	-----	Braintree and Cohasset.	11 $\frac{5}{10}$ miles.....	None .....	\$500,569 26
Stockbridge and Pittsfield Railroad Company.	1848.	1849.	1849.	Pittsfield and Van Duzenville.	21 $\frac{33}{100}$ miles.....	None .....	448,700 00
Stoneham Branch Railroad Company.	May 15, 1851..	March, 1852...	Not completed, and uncertain when it will be.	Somerville and Stoneham.	7 $\frac{1}{2}$ miles.....	None .....	Estimated, \$120,000.
Stony Brook Railroad Company.	March 26, 1845.	June 1, 1847...	July 1, 1848.....	Groton and Chelmsford.	13 $\frac{6}{100}$ miles.....	None .....	266,782 20
Stoughton Branch Railroad Company.	March 16, 1844.	July, 1844. ....	April, 1845.....	Stoughton and Canton junction of Boston and Providence Railroad.	4 $\frac{1}{16}$ miles.....	None .....	93,433 29
Taunton Branch Railroad Company.	April 7, 1835..	Aug. 27, 1835..	July, 1836 .....	Taunton and Mansfield.	11 $\frac{1}{10}$ miles.....	None .....	307,136 29
Troy and Greenfield Railroad Company.	May 10, 1858..	January, 1849..	Not yet completed—estimated in 1862.	Deerfield and Vermont State line.	42 miles.....	Double track through Hoosac tunnel 4 $\frac{1}{2}$ miles.	3,880,000 00
Vermont and Massachusetts Railroad Company.	Main road, Mar. 15, 1844. Greenfield Br'h, May 8, 1848. Vermont portion, Oct. 31, 1843.	1845.	April 15, 1849. ....	Main road, Fitchburg, Mass., and Brattleboro', Vt.—Groat's corner, Mass., and Greenfield, branch.	Main road 69 miles, branch 8 miles.	None .....	3,458,222 56
Western Railroad Corporation.	State of Mass., Mar. 15, 1833. State of N. Y., May 5, 1836.	Sept. 12, 1842..	Sept. 12, 1842. ....	Worcester, Mass., and East Albany, N. Y.	156 miles.....	44 miles.....	10,495,504 96

		1838.	1839.				
West Stockbridge Railroad Corporation.	April 5, 1836— revived Jan'y 27, 1838.			West Stockbridge and New York State line, in Canaan.	2½ miles.....	None.....	42,000 00
Williamstown and Hancock Railroad Company.	April 21, 1852..	Not yet commenced.	Cannot be estimated.	It is part of projected road connecting New York city and Montreal—south terminus New York State line, north terminus Vermont and Massachusetts line.	13 miles.....	None.....	500,000 00
Worcester and Nashua Railroad Company.	June, 1845....	Dec., 1846....	Dec. 18, 1848.....	Worcester, Massachusetts, and Nashua, New Hampshire.	45 <sup>68</sup> / <sub>100</sub> miles.....	7 <sup>6</sup> / <sub>100</sub> miles....	1,351,271 21

*Railroad Statistics of the United States—Massachusetts—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
Amherst and Belchertown Railroad Company.	\$194,050 21	\$85,500 00	\$4,564 87	\$90,064 87	\$27,415 47	\$20,658 11	6 per cent. ....
Barre and North Brookfield Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Berkshire Railroad Company.	600,000 00	None -----	None -----	Nothing -----	Leased to the Housatonic Railroad Company, for \$42,000.	Expense borne by the company leasing the road.	No interest. ....
Boston, Barre, and Gardner Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Boston and Lowell Railroad Company.	1,830,000 00	145,500 00	180,135 00	325,635 00	489,754 85	366,120 07	6 per cent. ....
Boston and Maine Railroad Company.	4,076,974 52	150,000 00	Nothing. ....	150,000 00	854,425 00	524,366 44	5 per cent. ....
Boston and Providence Railroad Company.	3,160,000 00	183,000 00	176,131 76	359,131 76	558,671 25	363,186 08	6 per cent. ....
Boston and New York Central Railroad Company.	2,238,700 00	1,200,000 00	1,285,762 15	-----	Road not yet in operation.	-----	-----
Boston and Worcester Railroad Corporation.	4,500,000 00	500,000 00	35,913 25	535,913 25	1,008,004 90	603,542 89	6 per cent. ....
Cape Cod Railroad Company.	681,689 94	180,000 00	100,597 51	230,597 51	119,221 03	70,609 73	6.03 per cent. ... \$16,916 13.
Cheshire Railroad Company.	2,085,925 00	769,500 00	129,813 30	899,313 30	380,221 01	236,656 31	6½ per cent. ....
Connecticut River Railroad Company.	1,591,110 00	235,000 00	38,240 75	273,240 75	286,562 55	153,445 67	6 per cent. ....
Dorchester and Milton Branch Railroad Company.	73,340 00	30,000 00	6,000 00	36,000 00	Rented and worked by the Old Colony and Fall River Railroad, for \$7,530 per annum.	See preceding ...	6 per cent. ....

Danvers Railroad Company	69,000 00	125,000 00	31,000 00	156,000 00	Rented and worked by Boston and Maine railroad, for \$16,232 21.	See preceding ...	6 per cent.....
Dorchester and Milton Extension Railroad Company	-----	-----	-----	-----	-----	-----	-----
Easton Branch Railroad Company.	49,000 00	None .....	6,061 95	6,061 95	5,586 35	2,931 01	6 per cent.....
The Eastern Railroad Company.	2,853,400 00	\$1 835,000 And \$500,000 debt to State.	424,386 33	2,759,386 33	691,256 07	366,490 95	6.13 per cent. on floating debt, 6 per ct. on \$1,085,000, 5 per cent. on \$1,150,000.
Fairhaven Branch Railroad Company.	224,457 48	None .....	197,795 44	197,795 44	60,318 26	40,940 29	6 per cent.....
Fitchburg Railroad Company.	3,540,000 00	Nothing .....	153,700 00	153,700 00	681,162 52	467,324 71	....do.....
Fitchburg and Worcester Railroad Company.	237,220 70	61,200	15,066 07	76,266 07	39,597 00	19,403 88	....do.....
Grand Junction Railroad and Depot Company.	779,791 66	853,000	362,839 29	1,115,839 29	63,263 54	19,345 76	7½ per cent.....
Hampshire and Hampden Railroad Corporation.	292,000 00	200,000	35,000 00 About.	235,000 00	Only been in operation since July 1, 1856.	See preceding ...	See preceding ...
Horn Pond Branch Railroad Company.	10,000 00	None .....	None .....	None .....	2,060 00	1,000 00	None .....
Lexington and West Cambridge Railroad Corporation.	242,000 00	Nothing .....	Nothing .....	Nothing .....	22,000 00	Worked by another company on contract.	Nothing .....
Lowell and Lawrence Railroad Company.	200,000 00	100,000	40,000 00	140,000 00	50,234 71	28,272 62	6 per cent.....
Marlborough Branch Railroad Company.	56,466 00	35,600	9,952 85	78,849 00	Road leased to and run by Fitchburg Railroad Company for half the gross receipts.	Not known at present.	....do.....
Midway Branch Railroad Company.	32,500 00	None.....	6,783 57	6,783 57	Operated by the Boston and N. Y. Central Company.	See preceding ...	6 per cent.....

*Railroad Statistics of the United States—Massachusetts—Continued.*

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Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipt.	Amount of the operating expenses, including repairs.	Annual rates and amount of interest paid.
Middleborough and Taunton Railroad Company.	\$111,100 00	None.....	\$13,237 80	\$13,237 80	Opened for traffic on July 7, 1856.	Not yet known...	Not yet known...
Millbury and Southbridge Railroad Company.	300,000 00	None.....	Nothing.....	Nothing.....	Road not yet opened..	Road not yet opened.	Road not yet opened.
Nashua and Lowell Railroad Corporation.	600,000 00	None.....	None.....	None.....	\$163,340 26	\$113,251 91	None.....
New Bedford and Taunton Railroad Corporation.	500,000 00	None.....	22,500 00	22,500 00	169,781 44	130,418 71	6 per cent.....
Newburyport Railroad Company.	218,950 02	\$137,200 00	220,677 16	357,877 16	50,875 91	35,093 00	6½ per cent.....
Boston and New York Railroad Company, (in Massachusetts.	223,176 02	650,000 00	27,853 89	677,853 89	15,985 58	11,180 00	7 per cent.....
Norwich and Worcester Railroad Company.	2,122,300 00	622,800 00	174,721 26	807,824 26	310,113 00	180,319 40	5,3% per cent.— \$14,560 73.
Old Colony and Fall River Railroad Company.	3,015,000 00	276,700 00	Nothing.....	276,700 00	653,499 32	377,133 62	6 per cent.....
Peterboro' and Shirley Railroad Company.	265,000 00	\$40,000 by the N. H. branch.	\$2,600 by N. H. branch.	Leased and worked by the Fitchburg Railroad Co.	Lessees pay 7 pr. cent.	No return.....	6 per cent.....
Pittsfield and North Adams Railroad Company.	450,000 00	None.....	None.....	None.....	54,842 39	29,230 80	None.....
South Shore Railroad Company.	259,685 00	184,470 00	5,184 42	189,654 42	65,310 28	48,923 60	6 per cent.....
Salem and Lowell Railroad Company.	243,305 00	81,500 00	60,757 62	142,257 62	66,883 80	This road is operated by the Lowell and Lawrence R. R. Company.	6,1% per cent., 100

REPORT ON THE FINANCES.

Saugus Branch Railroad Company.	126,550 00	None .....	None .....	None .....	12,632 50	8,791 69	None .....
South Reading Branch Railroad Company.	209,532 73	.....do.....	84,150 82	84,150 32	This road is leased and worked by the East'n Railroad Company.	No return.....	No return.....
South Shore Railroad Company.	259,685 00	181,470 00	5,184 42	189,654 42	65,310 28	48,923 60	6 per cent.....
Stockbridge and Pittsfield Railroad Company.	448,700 00	None .....	None .....	Nothing .....	Rented to, and worked by the Housatonic Railroad Company for 7 per cent. on cost.	(See preceding.)	None .....
Stoneham Branch Railroad Company.	100,000 00	.....do.....	.....do.....	.....do.....	Nothing .....	.....	.....
Stony Brook Railroad Company.	267,300 00	.....do.....	.....do.....	.....do.....	42,271 06	26,459 85	None .....
Stoughton Branch Railroad Company.	85,400 00	.....do.....	.....do.....	.....do.....	33,554 27	25,150 38	.....do.....
Taunton Branch Railroad Company.	250,000 00	.....do.....	.....do.....	.....do.....	84,022 69	58,808 12	.....do.....
Troy and Greenfield Railroad Company.	125,000 00	57,000 00	No return .....	No return.....	No return.....	No return.....	6 per cent.....
Vermont and Massachusetts Railroad Company.	2,232,540 87	956,900 00	76,770 02	1,033,670 02	263,726 08	181,412 87	6 per cent., (\$63,-419 15 paid.)
Western Railroad Corporation.	5,150,000 00	5,824,520 00	141,900 00	5,966,420 00	1,869,673 05	1,236,659 74	5½ per ct., (\$297,-860 48 paid.)
West Stockbridge Railroad Corporation.	39,600 00	None .....	None .....	None .....	1,800 00	Leased and worked by two companies, who repair, &c., and pay 4½ pr. ct.	None .....
Williamstown and Hancock Railroad Company.	None .....	.....do.....	.....do.....	.....do.....	None .....	.....	.....
Worcester and Nashua Railroad Company.	1,141,000 00	200,000 00	1,143 19	201,143 19	204,780 28	116,902 35	6 per cent., (\$12,-118 02 paid )



*Railroad Statistics of the United States—Massachusetts—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight.
Amherst and Belchertown Railroad Company.	\$6,747 36	None.....	21,840	Included in preceding.	10,500	11,022	16,000
Barre and North Brookfield Railroad Company.							
Berkshire Railroad Company.	42,000 00	7 per cent., paid quarterly.	13,200	Same as preceding.	45,407 in all.	Included in preceding.	29,811 in all.
Boston, Barre, and Gardner Railroad Company.							
Boston and Lowell R.R. Co	123,634 78	6 per cent.....	157,668	134,224	250,721	106,363	271,280
Boston and Maine Railroad Company.	Avg'e 9 per cent. for last 4 years	6 per cent.....	398,142	127,867	1,686,522 in all.	See preceding.	310,503 in all.
Boston and Providence Railroad Company.	195,435 17	6 per cent.....	205,346	104,347	1,202,790 in all.	See preceding.	213,908 in all.
Boston and New York Central Railroad Company.							
Boston and Worcester Railroad Corporation.	391,261 39	6½ per cent.....	349,791	187,243	283,584	1,306,874	237,094
Cape Cod Railroad Company.	48,611 30	None; profits applied to reduce the debts.	86,576	22,576	124,758 in all.	Included in preceding.	32,933 in all.
Cheshire Railroad Co.....	143,564 70	2 per cent.....	80,754	218,742	32,043	66,678	73,639
Connecticut River Railroad Company.	85,204 08	8 per cent. on \$307,500, and 4 per cent. on \$1,283,600.	95,140	69,778	9,201	280,186	16,575
Dorchester and Milton Branch Railroad Company.	7,530 00	None; the profits being applied to extinguishing the debt.	11,524	No return.....	No return.....	No return.....	No return.....

Danvers Railroad Company	16,232 21	None.....	20,000	6,000	No return.....	No return.....	No return.....
Dorchester and Milton Extension Railroad Company.							
Easton Branch Railroad Company.	2,655 24	5 per cent.....	2,744	2,744	18,638	None .....	7,108
The Eastern Railroad Company.	324,765 12	No dividend since 1854—formerly 8 per cent.	276,079	47,677 And by other trains, 36,795 9,360	65,600	1,085,600	20,192
Fairhaven Branch Railroad Company.	19,377 97	None .....	39,870	9,360	22,638	50,868	8,968
Fitchburg Railroad Company.	213,837 81	None the ast year	222,186	193,630	1,049,757	See preceding ...	449,804
	Average for 11 years, 6.86 per cent				Through and way.		Through and way.
Fitchburg and Worcester Railroad Company.	20,402 88	4½ per cent.....	26,172	9,437	46,940	No return.....	23,898
Grand Junction Railroad and Depot Company.	43,917 78	None .....	None; the road exclusively used for freight.	6,260	None .....	None .....	18,677
							Through and way.
Hampshire and Hampden Railroad Corporation.							
Horn Pond Branch Railroad Company.	1,000 00	6 per cent.....	None .....	Not returned ...	None .....	None .....	15,000
Lexington and West Cambridge Railroad Corporation.	15,000 00	5½ per cent.....	26,100	10,400	Being leased by another railroad company, no returns.	No return.....	No return .....
Lowell and Lawrence Railroad Company.	21,962 09	4 per cent.....	31,418	3,026	78,950	12,355	26,597
Marlborough Branch Railroad Company.	No return.....	None .....	No return.....				Through and way.
Milway Branch Railroad Company.	\$2,330 97	None .....	6,739	2,246	Not known .....		3,500
Middleborough and Taunton Railroad Company.							
Millbury and Southbridge Railroad Company.							
Nashua and Lowell Railroad Corporation.	50,088 35	7 per cent.....	51,598	65,450	129,054	47,706	184,457

*Railroad Statistics of the United States—Massachusetts—Continued.*

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REPORT ON THE FINANCES.

Corporate name of Company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
New Bedford and Taunton Railroad Corporation.	\$39,362 73	6 per cent. ....	50,120	13,146	127,555 way and through.	See preceding ...	41,334 through and way.
Newburyport Railroad Company.	15,782 91	None .....	63,584	12,480	110,036 in all ...	See preceding ...	17,529 in all ....
Boston and New York Railroad Company, (in Massachusetts.)	4,805 58	None .....	20,552	768	106,975 in all ...	See preceding ...	10,928 in all ....
Norwich and Worcester Railroad Company	129,793 60	2½ per cent. ....	134,566	260,993	25,000	153,727	37,768
Old Colony and Fall River Railroad Company.	276,365 70	6 per cent. ....	289,274	118,733	1,194,190 in all..	See preceding ...	147,824 in ...
Peterboro' and Shirley Railroad Company.	7 per cent on cost of road.	7 per cent. ....	17,528	Connected with the passenger train.	No return. ....	.....	.....
Pittsfield and North Adams Railroad Company.	25,611 59	6 per cent. ....	31,510	Connected with the passenger train.	57,744 in all ....	See preceding ...	29,514 in all. ....
South Shore Railroad Company.	16,387 68	None .....	24,166	Attached to the passenger trains.	123,429	15,411	4,279 in all. ....
Salem and Lowell Railroad Company.	None. ....	None. ....	49,153	16,252	105,526 all ....	Included in preceding.	61,197 in all. ....
Saugus Branch Railroad Company.	\$3,840 81	No return. ....	19,200	No return. ....	204,382 in all. ....	.....do.....	No return .....
South Reading Branch Railroad Company.	No return. ....	None. ....	25,032	5,616	46,533 in all. ....	.....do.....	7,487 in all. ....
South Shore Railroad Company.	16,386 68	.....do.....	24,166	Attached to passenger trains.	138,840 in all. ....	.....do.....	4,279 in all. ....
Stockbridge and Pittsfield Railroad Company.	31,409 00	7 per cent. ....	No return. ....	No return. ....	No return. ....	No return. ....	No return. ....

Stoneham Branch Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Stony Brook Railroad Company.	16,026 00	6 per cent. ....	31,986	10,642	58,951	5,120	23,884
Stoughton Branch Railroad Company.	8,403 89	8 per cent. ....	4,992	Attached to passenger trains. 9,570	80,266	None. ....	21,990
Taunton Branch Railroad Company.	25,194 57	.....do.....	28,468		161,785 in all....	Included in preceding.	45,754 in all....
Troy and Greenfield Railroad Company.	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....	No return.....
Vermont and Massachusetts Railroad Company.	87,313 21	None. ....	49,590	72,456	119,481 way and through.	Included in preceding. 533,310	69,871 way and through.
Western Railroad Corporation.	633,013 31	7 per cent. ....	333,845	645,856	60,067		88,647
West Stockbridge Railroad Corporation.	4½ per cent. ....	4½ per cent. ....	5,544	Attached to passenger trains.	12,429	None. ....	55,784
Williamstown and Hancock Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Worcester and Nashua Railroad Company.	87,877 93	5½ per cent. ....	94,635	69,515	197,062 way and through.	Included in preceding.	78,880 way and through.

*Railroad Statistics of the United States—Massachusetts—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Amherst and Belchertown Railroad Company.	495	296,988 passengers carried one mile.	252,970 tons carried one mile.	20 miles per hour.	Same as preceding, which includes this	None .....	None .....
Barre and North Brookfield Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Berkshire Railroad Company.	Included in preceding.	811,413 passengers carried one mile.	229,411 tons carried one mile.	25 miles per hour.	12 miles per hour ..	None .....	None .....
Boston, Barre, and Gardner Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Boston and Lowell Railroad Company.	37, 174	8,316,556 passengers carried one mile.	6,969,502 tons carried one mile.	25 miles per hour.	12 miles per hour ..	2	3
Boston and Maine Railroad Company.	See preceding.	27,756,780 passengers carried one mile.	8,313,909 tons carried one mile.	Accommodating trains 23 miles per hour; express trains 34 miles per hour.	11 miles per hour ..	10	3
Boston and Providence Railroad Company.	.... do .....	15,933,252 passengers carried one mile.	6,667,964 tons carried one mile.	26 miles per hour.	14 miles per hour ..	4	None .....
Boston and New York Central Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Boston and Worcester Railroad Corporation.	91, 712	25,736,826 passengers carried one mile.	12,066,959 tons carried one mile.	25 miles per hour.	12 miles per hour ..	5	6
Cape Cod Railroad Company.	Included in preceding.	2,208,894 passengers carried one mile.	380,057 tons carried one mile.	21½ miles per hour.	14 miles per hour ..	None .....	2
Cheshire Railroad Company.	63, 727	3,477,672 passengers carried one mile.	6,675,407 tons carried one mile.	25 miles per hour.	10 miles per hour ..	2	None .....
Connecticut River Railroad Company.	106, 639	3,990,422 passengers carried one mile.	2,468,347 tons carried one mile.	..... do .....	..... do .....	3	1

Dorchester and Milton Branch Railroad Company.	No return .....	No return .....	No return .....	21 miles per hour.	12 miles per hour ..	None .....	None .....
Danvers Railroad Company.	do .....	do .....	do .....	25 miles per hour.	do .....	None .....	None .....
Dorchester and Milton Extension Railroad Company.	do .....	do .....	do .....	do .....	do .....	do .....	do .....
Easton Branch Railroad Company.	None .....	74,552 passengers carried one mile.	28,432 tons of freight carried one mile.	30 miles per hour.	Attached to passenger trains, 30 miles per hour.	None .....	None .....
The Eastern Railroad Company.	82,678	19,879,184 passengers carried one mile.	2,927,890 tons carried one mile.	22 miles per hour.	15 miles per hour..	Four .....	Three .....
Fairhaven Branch Railroad Company.	2,860	746,275 passengers carried one mile.	160,048 tons carried one mile.	28 miles per hour.	18 miles per hour..	One .....	None .....
Fitchburg Railroad Company.	See preceding..	14,732,156 passengers carried one mile.	10,156,909 tons carried one mile.	24 miles per hour.	12½ miles per hour.	Seven .....	Two .....
Fitchburg and Worcester Railroad Company.	No return .....	491,529 passengers carried one mile.	285,558 tons carried one mile.	22 miles per hour.	10½ miles per hour..	One .....	None .....
Grand Junction Railroad and Depot Company.	See preceding..	None .....	130,739 tons carried one mile.	None .....	11 miles per hour..	One .....	None .....
Hampshire and Hampden Railroad Corporation.	do .....	do .....	do .....	25 miles per hour.	12 miles per hour..	None .....	None .....
Horn Pond Branch Railroad Company.	None .....	None .....	9,375 tons carried one mile.	None .....	12 miles per hour..	None .....	None .....
Lexington and West Cambridge Railroad Corporation.	No return .....	No return .....	No return .....	18 miles per hour.	12 miles per hour..	One .....	None .....
Lowell and Lawrence Railroad Company.	See preceding..	1,216,663 passengers carried one mile.	217,462 tons carried one mile.	25 miles per hour.	12 miles per hour..	Four .....	None .....
Marlborough Branch Railroad Company.	do .....	do .....	do .....	do .....	do .....	do .....	do .....
Midway Branch Railway Company.	Not known ..	No return .....	No return .....	No return .....	No return .....	None .....	None .....
Middleborough and Taunton Railroad Company.	do .....	do .....	do .....	do .....	do .....	do .....	do .....
Millbury and Southbridge Railroad Company.	do .....	do .....	do .....	do .....	do .....	do .....	do .....
Nashua and Lowell Railroad Corporation.	46,277	2,142,725 passengers carried one mile.	3,002,398 tons carried one mile.	25 miles per hour.	13 miles per hour ..	2	None .....

*Railroad Statistics of the United States—Massachusetts—Continued.*

Corporate name of company.	No. of tons way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for year.
New Bedford and Taunton Railroad Corporation.	See preceding	2,184,384 passengers carried one mile.	559,105 tons carried one mile.	27 miles per hour.	16 miles per hour ..	1	None .....
Newburyport Railroad Company.	.....do.....	1,146,352 passengers carried one mile.	262,945 tons carried one mile.	25 miles per hour.	Attached to passenger trains.	None .....	None .....
Boston and New York Railroad Company, (in Massachusetts.)	.....do.....	582,967 passengers carried one mile.	67,998 tons carried one mile.	20 miles per hour.	.....do.....	None .....	None .....
Norwich and Worcester Railroad Company.	33, 186	3,663,983 passengers carried one mile.	3,235,483 tons carried one mile.	25 miles per hour.	8½ miles per hour ..	3	1
Old Colony and Fall River Railroad Company.	See preceding	17,013,717 passengers carried one mile.	4,904,349 tons carried one mile.	22 miles per hour.	12 miles per hour ..	7	2
Peterboro' and Shirley Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Pittsfield and North Adams Railroad Company.	See preceding	1,003,527 passengers carried one mile.	465,755 tons carried one mile.	20 miles per hour.	Connected with passenger trains.	None .....	None .....
South Shore Railroad Company.	.....do.....	893,185 passengers carried one mile.	21,194.55 tons carried one mile.	19 miles per hour.	Attached to passenger trains.	None .....	None .....
Salem and Lowell Railroad Company.	Included in preceding.	907,612 passengers carried one mile.	1,156,755 tons carried one mile.	25 miles per hour	12 miles per hour ..	None .....	None .....
Saugus Branch Railroad Company.	No return .....	409,744 passengers carried one mile.	No return .....	20 miles per hour.	No return .....	None .....	None .....
South Reading Branch Railroad Company.	Included in preceding.	316,969 passengers carried one mile.	30,313 tons carried one mile.	21 miles per hour.	15 miles per hour ..	None .....	None .....
South Shore Railroad company.	.....do.....	893,185 passengers carried one mile.	20,794 tons carried one mile.	20 miles per hour.	Attached to passenger train.	No return.	No return.
Stockbridge and Pittsfield Railroad Company.	No return .....	No return .....	No return .....	No return .....	No return .....	No return.	No return.

Stoneham Branch Railroad Company.							
Stony Brook Railroad Company.	927	832,923 passengers carried one mile.	327,548 tons carried one mile.	28 miles per hour.	12 miles per hour ..	None .....	None .....
Stoughton Branch Railroad Company.	None .....	236,155 passengers carried one mile.	47,496 tons carried one mile.	20 miles per hour.	Same as preceding ..	None .....	None .....
Taunton Branch Railroad Company.	Included in preceding.	1,717,424 passengers carried one mile.	483,867 tons carried one mile.	25 miles per hour.	14 miles per hour ..	1	None .....
Troy and Greenfield Railroad company.	No return.....	No return.....	No return.....	No return.....	No return.....	No return.	No return.
Vermont and Massachusetts Railroad Company.	Included in preceding.	2,304,972 passengers carried one mile.	2,025,529 tons carried one mile.	25 miles per hour.	12 miles per hour ..	1	None .....
Western Railroad Corporation.	309,402	29,012,447 passengers carried one mile.	35,541,725 tons carried one mile.	Express trains, 37 miles an hour ; accommodation trains, 25 miles per hour.	15 miles per hour ..	4	1
West Stockbridge Railroad Corporation.	None .....	No return.....	No return.....	No return.....	No return.....	No return.	No return.
Williamstown and Hancock Railroad Company.							
Worcester and Nashua Railroad Company.	Included in preceding.	3,272,068 passengers carried one mile.	2,171,724 tons carried one mile.	23 miles per hour.	10 miles per hour ..	1	None .....



*Railroad Statistics of the United States.*

## RHODE ISLAND.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and of branches.	Length of main road and branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost if not completed.
Providence and Worcester Railroad Company.	May, 1844.....	April, 1846.....	October, 1847..	Providence, R. I., and Worcester, Mass.	13½ miles .....	6½ miles .....	\$1,806,696 37
Hartford, Providence, and Fishkill Railroad Company.	1847.....	1848.....	October, 1854..	Providence, R. I., and Waterbury, Conn.	122.365 miles.....	5 miles.....	4,060,868 95
New York, Providence, and Boston Railroad Company.	June, 1832.....	August, 1833..	November, 1837	Providence and Stonington.	50 miles .....	None .....	2,158,000 00
Providence, Warren, and Bristol Railroad Company.	October, 1850..	October, 1853..	1856.....	Providence and Bristol	13.610 miles .....	None .....	400,000 00

*Railroad Statistics of the United States—Rhode Island—Continued.*

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Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
Providence and Worcester Railroad Company.	\$1,510,200 00	\$300,000 00	\$38,461 00	\$338,461 00	\$311,429 82	\$199,902 76	7 per cent .... \$26,529 76 paid.
Hartford, Providence, and Fishkill Railroad Company.	2,008,110 00	1,952,730 00	545,935 76	2,498,665 76	258,685 60	139,074 12	Not returned ..
New York, Providence, and Boston Railroad Company.	1,508,000 00	446,700 00	None .....	446,700 00	250,627 92	146,741 11	6½ per cent....
Providence, Warren, and Bristol Railroad Company.	276,600 00	100,000 00	125,500 00	125,500 00	Road opened for travel July 12, 1855, and these results are from July 12, 1855, to Nov. 30, 1855, \$14,233.	No return .....	6 per cent.....

REPORT ON THE FINANCES.

*Railroad Statistics of the United States—Rhode Island—Continued.*

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Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Providence and Worcester Railroad Company.	\$111,527 06	6 per cent.....	113,666	82,168	22,497	516,848	51,511
Hartford, Providence and Fishkill Railroad Company.	119,611 48	No return.....	164,222	49,248	No return.....	No return.....	No return.....
New York, Providence and Boston Railroad Company.	103,846 82	2½ per cent.....	93,900	62,600	85,911	No return.....	No return.....
Providence, Warren and Bristol Railroad Company.	Not been in operation.	None made.....	8,705 from July 12, to November 30, 1855.	No return. ....	36,120 in all. ....	Included in preceding.	757 in all.....

REPORT ON THE FINANCES.

*Railroad Statistics of the United States—Rhode Island—Continued.*

Corporate name of company.	No. of tons of way freight for the year.	Amount of mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	No. of tons of freight carried during the year, or the equivalent number of tons of freight carried one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties during the year.	No. of casualties not fatal for the year.
Providence and Worcester Railroad Company.	61, 440	5,977,721 passengers carried one mile	3, 488, 743 tons carried one mile.	25 miles per hour ..	12 miles per hour.	Three ....	One .....
Hartford, Providence and Fishkill Railroad Company.	No return. ....	6, 109, 636 passengers carried one mile.	2, 349, 264 tons carried one mile.	Express 29.2 miles per hour; accommodation 25. 1.	8.6 miles per hour	Two . ....	None .....
New York, Providence and Boston Railroad Company.	No return. ....	No return.....	No return.....	27 miles per hour ..	25 miles per hour.	Two . ....	Six .....
Providence, Warren and Bristol Railroad Company.	Included in preceding.	333, 831 passengers carried one mile from July 12, to Nov. 30, 1856.	8, 327 tons carried as in preceding.	32 miles per hour ..	No return .....	None .....	None .....

*Railroad Statistics of the United States.*

CONNECTICUT.

Corporate name of company.	Date of charter.	Commenced.	Completed; or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Danbury and Norwalk Railroad Company.	1835; rechartered in 1850.	Sept., 1850....	March, 1852.....	Danbury and Norwalk..	23 $\frac{8}{10}$ miles .....	None .....	\$376,126 11
Hartford and New Haven Railroad Company.	May, 1833.....	March, 1836..	New Haven to Hartford, 1839; Hartford to Springfield, 1844.	New Haven, Conn., to Springfield, Mass. Branch. — Berlin to Middletown.	61 $\frac{1}{2}$ miles main; 9 $\frac{3}{4}$ miles branch.	55 miles...	3,062,577 55
Housatonic Railroad Company.	May, 1836.....	July, 1837.....	1842.	Bridgeport and Canaan, main road. Branches.— W. Stockbridge and State Line; W. Stockbridge and Canaan; Pittsfield and Van Dusen-ville.	73.90 miles main; 46 mls. branches.	None .....	2,431,773 00
Naugatuck Railroad Co....	May, 1845.....	Summer of 1848	Fall of 1849.....	Winsted and Bridgeport	62 miles.....	None .....	1,500,000 00
New Haven and New London Railroad Company.	May, 1848.....	April 1, 1851..	July 1, 1852.....	New Haven and New London.	50 miles.....	None .....	1,500,000 00
New Haven and Northampton Railroad Company	June, 1846....	1846.	January, 1848 .....	New Haven and Granby, main Farmington to Tariffville, branch.	46.35 miles main; 8.81 mls. branch.	None .....	1,422,500 00
New London, Willimantic, and Palmer Railroad Corporation.	May, 1847.....	August, 1848..	September, 1850.....	New London and Palmer	66 miles.....	None .....	1,600,000 00
New York and Boston Railroad Corporation.	May, 1846.....	Spring of 1853	Not yet completed; uncertain when it will be.	New Haven and Boston	133 miles.....	None .....	8,000,000 00
New York and New Haven Railroad Company.	June 10, 1844..	May 1, 1847..	First track April 1, 1849; second track April 1, 1853.	New Haven and junction with the Harlem Railroad at Bronx river.	62.30 miles.....	56.30 miles	5,070,979 73

*Railroad Statistics of the United States—Connecticut—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operative expenses, including repairs.	Annual rates and amount of interest paid.
Danbury and Norwalk Railroad Company.	\$279,050 00	\$77,000 00	\$16,000 00	\$93,606 00	\$57,274 19	\$34,245 52	7 per cent. ....
Hartford and New Haven Railroad Company.	2,350,000 00	944,000 00	None .....	944,000 00	730,794 67	383,191 44	6 per cent., \$56,- 198 02 paid.
Housatonic Railroad Company.	2,000,000 00	300,000 00	114,240 72	414,240 72	339,196 50	162,666 52	7 per cent. ....
Naugatuck Railroad Company.	1,031,800 00	472,550 00	51,694 60	524,244 60	220,459 66	124,503 92	7 per cent. ....
New Haven and New London Railroad Company.	738,538 00	750,000 00	None .....	750,000 00	100,000 00	57,000 00	7 per cent. ....
New Haven and Northampton Railroad Company.	922,500 00	500,000 00	None .....	None .....	148,680 12	71,767 14	7 per cent. ....
New London, Willimantic, and Palmer Railroad Corporation.	509,200 00	1,052,000 00	21,672 47	1,073,672 47	124,043 69	57,712 75	6½ per cent. ....
New York and Boston Railroad Corporation.	530,568 74	None .....	165,929 35	165,929 35	15,781 13	No return .....	6 per cent., \$10,- 000 paid.
New York and New Haven Railroad Company.	2,992,450 00	2,215,000 00	73,010 06	2,288,010 06	958,274 99	619,397 14	6.2 per cent. average, \$139,429 41 paid.

*Railroad Statistics of the United States—Connecticut—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Danbury and Norwalk Railroad Company.	\$23,028 35	5 per cent. ....	31,748	18,803	22,107	55,523	17,457 way and through.
Hartford and New Haven Railroad Company.	347,603 23	5 per cent. ....	217,510	95,000	126,629	421,034	70,880
Housatonic Railroad Company.	176,529 98	None. ....	91,751	99,753	No return. ....	No return. ....	No return. ....
Naugatuck Railroad Company.	95,955 74	None last year...	75,674	57,150	169,536 way and through	Included in preceding.	69,751 way and through.
New Haven and New London Railroad Company.	43,000 00	None. ....	95,000	Attached to passenger trains.	No return. ....	117,276	No return. ....
New Haven and Northampton Railroad Company.	76,912 98	5 per cent. ....	60,162	29,597	6,403	90,012	Road being operated by N. York and New Haven Railroad Company—no return.
New London, Willimantic, and Palmer Railroad Corporation.	66,630 94	None. ....	86,763	34,356	100,670 through and way.	No return. ....	No return. ....
New York and Boston Railroad Company.	No return. ....	.....do.....	20,088	1,504	49,342	.....do.....	8,942.98 way and through.
New York and New Haven Railroad Company.	338,877 85	None, owing to the Schuyler over-issue of stock, now in suit.	387,793	89,301	267,020	785,852	60,381

*Railroad Statistics of the United States—Connecticut—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year; or the equivalent number of tons carried for one mile.	Mileage of freight carried during the year; or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Danbury and Norwalk Railroad Company.	Included in preceding.	865,024 passengers carried one mile.	285,029 tons carried one mile.	19 miles per hour.	15 miles per hour.	None. ....	None. ....
Hartford and New Haven Railroad Company.	109,865	No return. ....	7,248,011 tons carried one mile.	Express 34 miles per hour; accommodation 25 miles per hour.	19 miles per hour, without stops.	5	No return.
Housatonic Railroad Company.	No return. ....	4,378,316 passengers carried one mile.	4,980,795 tons carried one mile.	20 miles per hour.	10 miles per hour ..	2	3
Naugatuck Railroad Company.	Included in preceding.	2,787,032 passengers carried one mile.	No return. ....	....do.....	....do.....	2	3
New Haven and New London Railroad Company.	No return. ....	No return. ....	....do.....	....do.....	Attached to passenger trains.	None. ....	None. ....
New Haven and Northampton Railroad Company.	....do.....	....do.....	....do.....	19 miles per hour.	11½ miles per hour.	1	None. ....
New London, Willimantic and Palmer Railroad Corporation.	....do.....	....do.....	....do.....	25 miles per hour.	15 miles per hour ..	1	None. ....
New York and Boston Railroad Company.	Included in preceding.	....do.....	59,620 tons carried one mile.	20 miles per hour.	20 miles per hour ..	None. ....	None. ....
New York and New Haven Railroad Company.	20,261	39,912,575.60 passengers carried one mile.	4,394,989 tons of freight carried one mile.	26 miles per hour.	12 miles per hour ..	5	4



*Railroad Statistics of the United States.*

**NEW YORK.**

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REPORT ON THE FINANCES.

Corporate name of company.	Date of charter.	Commenced.	Completed; or, if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed; or estimated, if not completed.
Albany Northern Railroad Company.	Articles of association filed April 25, 1850.	1852.	1855.	Albany and Eagle— Bridge—main railroad branch to West Troy.	31 miles, main; 1 mile, branch.	1 mile-----	\$2,010,634 64
Albany and Susquehanna Railroad Company.	April 19, 1851....	August 1853....	Not completed, and uncertain when it will be	Albany and Binghamton	140 miles-----	None-----	5,000,000 00
*Albany and West Stockbridge Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Attica and Allegheny Valley Railroad Company.	1852.	1853.	Not completed, nor expected to be soon.	Attica and Olean....	73 miles-----	None-----	Estimated at 1,000,000 00
Blossburg and Corning Railroad Company.	Articles of association filed May 19, 1854.	1839.	1840.	Corning, to the State line of Pennsylvania.	14.811 miles---	1.66 miles---	495,000 00
Black River and Utica Railroad Company.	Not given-----	Not given-----	January 1, 1855---	Utica and Trenton--	16 miles-----	1.44 miles---	974,322 69
Buffalo and New York City Railroad Company.	No return-----	No return-----	No return-----	Buffalo and Hornellsville.	91 miles-----	5.50 including sidings.	3,401,868 16
Buffalo and Allegheny Valley Railroad Company.	May 30, 1853....	August 1, 1853.	Not completed, nor is it known when it will be.	Buffalo and Arcade--	30 miles-----	None-----	Estimated at 550,000 00

Buffalo, Corning, and New York Railroad Company.	Organized July 23, 1850.	March 1851.....	Not completed; finished, and in operation from Corning to Batavia, 100 miles.	Buffalo and Corning.	134.28 miles...	None .....	Estimated at 3,319,096 57
Buffalo and Pittsburgh Railroad Company.	Organized October 13, 1852.	November 1853.	Expected to be finished in from two to three years.	Buffalo and Pennsylvania State line at Tunawauit.	75 miles.....	None .....	Estimated at 2,000,000 00
Buffalo and State Line Railroad Company.	Organized June 6, 1849.	No return.....	February 22, 1852..	Buffalo and west line of town of Ripley.	69 miles.....	None .....	2,494,364 15
Brooklyn City Railroad Company.	Dec. 16, 1853....	April 1854.....	The four principal roads are completed; uncertain when the remainder will be.	Main.—Fulton Ferry and Green Point; Fulton Ferry and Bedford; Fulton Ferry and Myrtle street; Fulton Ferry and Greenwood Cemetery. Branches.—Greenwood Cemetery and Bay Ridge, Kent, and corner Flushing.	30.04 miles in all: 17.16 m's laid.	No return .....	No estimate given.
Canandaigua and Niagara Falls Railroad Company.	1852.	1852.	July 1, 1853.....	Canandaigua and Suspension Bridge.	98½ miles.....	None .....	3,495,832 08
Canandaigua and Elmira Railroad Company.	1845.	July 1, 1850...	September 15, 1851.	Canandaigua and Elmira.	69 miles.....	None .....	\$1,725,796 59
Cayuga and Susquehanna Railroad Company.	April 18, 1843...	1848.	December 18, 1849.	Owego and Ithaca..	34.61 miles.....	3.49, including sidings.	1,187,562 61
Chemung Railroad company.	April 7, 1847....	1848.	November 1849....	Head of Seneca Lake and Erie railroad in town of Horsehead.	17½ miles.....	None.....	490,000 00
Corning and Olean Railroad Company.	No return.....	1854.	Not completed nor expected to be soon.	Corning and Olean..	84 miles.....	None.....	No return.....

\* This road is a part of the Western Railroad, built and operated by the Western, and its cost and the details of its operations are included in the report of the Western Railroad Company. (See Massachusetts table.)

*Railroad Statistics of the United States—New York—Continued.*

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
Erie and New York City Railroad Company.	March 15, 1852..	May, 1853.....	Expected to be completed in 1857.	New York and Erie Railroad junction at Cattaraugus co., and Erie, Penn.	80.87 miles....	None.....	Estimated cost of portion in N. Y. State, being 63 miles, \$1,540,000 00
•Eighth Avenue Railroad Company.	No return.....	No return.....	Transferred to the present company in 1855.	Main—Barclay street and 59th street. Branch—W. Broadway to Broadway.	4.36 miles, main; 0.20, branch.	3.64.....	Cost of road and value of real estate, 801,924 00
Flushing Railroad Company.	February 24, 1852	May, 1853.....	June 24, 1854.....	Flushing and Hunter's Point, opposite New York city.	7.80 miles....	None.....	310,962 84
Harlem River and High Bridge Railroad Company.	October 20, 1853..	1853.	Not completed....	Junction of Harlem and East rivers to Yonkers, main; Kingsbridge to Spuytendevil br'ch.	12 miles, main; 3 miles, branch	None.....	Estimated 300,000 00
Hudson and Boston Railroad Company.	Name changed from Hudson and Berkshire, 1854.	1854.	1854.	Hudson & Chatham.	17 miles.....	None.....	175,000 00
Hudson River Railroad Company.	May 12, 1846.....	October 1, 1847.	October 3, 1851....	New York city and East Albany, opposite Albany.	144 miles.....	111 miles.....	12,737,898 03

• This company having refused to answer the interrogatories, the statistics are derived from the report to the railroad commissioners of the State of New York.

Lebanon Springs Railroad Company.	March 24, 1852...	June 1, 1853...	Expected to finish to Lebanon Springs by Jan. 1, 1857, and to Bennington, Vermont, by Jan. 1, 1859	Chatham 4 Corners, to Bennington, Vt.	53½ miles.....	None.....	Estimated, exclusive of equipment, at 2,335,000 00
Long Island Railroad Company.	April 24, 1834...	1835.	34 miles opened in 1837; completed to Greenport in 1844, and Syosset Branch 1854.	Brooklyn and Greenport, main; Hempstead, branch; and Syosset, branch.	95 miles, main; 6½ miles, br.	2½ miles.....	3, 0
Niagara Falls and Lake Ontario Railroad Company.	1853.	1853.	Not completed; impossible to say when it will be.	Suspension Bridge and Youngstown.	13. 15 miles ---	None .....	Estimated at 430,000 00
New York Central Railroad Company.	Consolidation of the several roads composing this road. Apr. 2, '53.	See preceding --	See preceding .....	Albany and Buffalo. Branches.—Troy and Schenectady; Syracuse and Rochester; Batavia and Attica; Rochester and Suspension Bridge; Rochester and Charlotte; Lockport and Tonawanda; Buffalo and Lewiston.	Miles. Main r'd, 297.75 Br. road, 258.13 In all...555.88	All the main line from Albany to Syracuse, and about half-way between Syracuse and Buffalo; being 222.25 miles.	28,523,913 30
New York and Erie Railroad Company.	April 24, 1832 ---	Nov., 1835 ----	Piermont to Goshen. Sept. 1, 1841; Piermont to Binghamton, Dec., 1848; Piermont to Elmira, Oct., 1849; Piermont to Hornellsville, Sept., 1850; Piermont to Dunkirk, May, 1851	Main.—Piermont and Dunkirk. Branch.—Chester and Newbury.	Main, 446 miles. Branch, 18¼ "	165½ miles.....	33,742,317 11
New York and Harlem Railroad Company.	April 25, 1831 ---	1832. •	1852.	Main.—New York and Chatham. Branch.—Morrisania and Port Morris.	M'n 130.75 miles Bran., 2.125 "	32.5 miles.....	10,000,000 00

*Railroad Statistics of the United States—New York—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
* New York and New Haven Railroad Company. Northern Railroad Company.	1847.	Dec., 1848.....	Oct., 1850.....	Main.—Rouse's Point and Ogdensburg. Branch.—Champlain & Champlain Landing.	Main, 118 miles. Branch, 3.75 "	17½ miles, (including sidings.)	\$5,470,714 33
Oswego and Syracuse Railroad Company.	Not returned....	Sept., 6, 1846..	Oct. 16, 1848.....	Oswego and Syracuse.	35.17 miles....	None.....	723,683 71
Oswego and Troy Railroad Company.	April 8, 1854....	Not commenced	Not known when---	Troy and Oswego---	160 miles.....	None.....	Estimated at 5,000,000 00
Potsdam and Watertown Railroad Company.	Organized January 1852.	Sept., 1852....	During the year 1856	Watertown and Potsdam.	75½ miles.....	None.....	Estimated at 1,500,000 00
Rensselaer and Saratoga Railroad Company.	April 14, 1832---	1834.	1835.	Troy and Ballston	25 miles.....	None.....	896,423 57
Rochester and Genesee Valley Railroad Company.	July 2, 1851.....	1852.	Completed to Avon, August, 1853, residue not completed.	Rochester and Portage.	49.75, miles of which are finished 18.45 miles.	None.....	\$1,000,000 00
Sackett's Harbor and Ellisburg Railroad Company.	1849.	1850.	1852.	Pierrepoint Manor and Sackett's Harbor.	18 miles.....	None.....	350,000 00
Sackett's Harbor and Saratoga Railroad Company.	April 10, 1848....	1854.	Expected to be completed in 1859.	Saratoga and Sackett's Harbor.	182 miles.....	None.....	6,000,000 00
Saratoga and Schenectady Railroad Company.	February 16, 1831.	1832.	1832.	Schenectady and Saratoga Springs.	22 miles.....	None.....	480,020 60

Saratoga and Whitehall Railroad Company.	Organized under its present name June 8, 1855.	Commenced as Saratoga and Washington R. Co. 1847.	December, 1848.....	Saratoga Springs and Whitehall, main branch from Whitehall to Castleton, Vt.	Main, 41.25 miles Branch, 6.62 "	4. 50 miles.....	No return .....
Second Avenue Railroad Company.	December 18, 1852	July, 1853.....	1854.	Peck Slip and 122d street, N. Y. City.	8 miles.....	8 miles.....	1,000,000 00
Sixth Avenue Railroad Company, in the city of New York.	September 6, 1851.	April, 1852.....	Completed to 45th street; to be carried to the Central park as soon as the avenue is graded.	Corner of Church and Barclay streets, or the South and the Central Park—branch from West Broadway to Broadway through Canal street.	3. 75 miles.....	3. 75 miles.....	785,735 74
Sodus Point and Southern Railroad Company.	March 10, 1852...	November, 1852	Not completed, and work suspended.	Sodus Bay, and junction of Canandaigua and Elmira railroad, 3 miles west of Geneva.	34 miles.....	None .....	500,000 00
Syracuse and Binghamton Railroad Company.	Organized 1850...	September, 1852	October, 1854.....	Syracuse and Binghamton.	80 miles.....	None .....	2,274,394 33
Troy and Bennington Railroad Company.	1851.	June, 1851.....	August, 1852.....	Junction of the Troy and Boston railroad in Hoosac to the State line.	5. 38 miles.....	None .....	248,515 00
Troy and Boston Railroad Company.	No return.....	No return.....	No return.....	Troy & Hoosick Falls	27. 23 miles.....	3. 23 miles.....	\$1,109,826 07
Troy and Greenbush Railroad Company.	May 14, 1845....	Organized & commenced 1844.	June, 1845 .....	Adams st. in Troy, & Albany and West Stockbridge railroad in Greenbush.	6 miles.....	None .....	294,731 43
Troy Union Railroad Co.	July 21, 1851....	January, 1853..	March, 1854.....	East end of bridge across the Hudson river, and intersection with Troy and Greenbush R. R.	Main 8,615 feet, branches 2,000 feet.	Whole length of road.	731,432 64

\* For statistics of this road, see the railroads in Connecticut, where this road is fully reported, it lying principally in that State.

*Railroad Statistics of the United States—New York—Continued.*

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
*Troy and Rutland Railroad Company.	-----	-----	-----	-----	-----	-----	-----
†Third Avenue Railroad Company, of the city of New York.	No return -----	No return -----	No return -----	Corner of Broadway and Ann street, & Harlem.	5 $\frac{3}{4}$ miles. -----	5 $\frac{3}{4}$ miles. -----	\$1, 170, 000 00
Utica and Binghamton Railroad Company.	June 17, 1853. ....	December, 1853	Not completed, all operations since surveying being suspended.	Utica and Binghamton.	91 miles. ....	None -----	Estimated 1, 000, 000 00
Watertown and Rome Railroad Company.	April 17, 1832; revived May 14, 1845.	November, 1848	June, 1852 -----	Cape Vincent and Rome.	97 miles. ....	None -----	2, 068, 063 20

\* This road is leased and operated by the Rutland and Washington Railroad Company, and its statistics are included in the return of that company See R. & W. R. R., State of Vermont.

† The officers of the road having neglected to answer any interrogatories, the statistics, so far as laid down, are made up from the report to the railroad commissioners of the State of New York.

*Railroad Statistics of the United States—New York—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates, and amount of interest paid.
Albany Northern Railroad Company.	\$454,882 97	\$1,350,000 00	No return ----	No return ----	\$117,716 64	\$107,812 49	None -----
Albany and Susquehanna Railroad Company.	251,157 18	None -----	\$9,000 00	\$9,000 00	Not in operation..	Not in operation..	7 per cent. ....
Albany and West Stockbridge Railroad Company.	-----	-----	-----	-----	-----	-----	-----
*Attica & Allegany Valley Railroad Company.	No return ----	400,000 00	-----	-----	-----	-----	-----
Blossburg and Corning Railroad Company.	250,000 00	220,000 00	Nothing - ----	220,000 00	38,000 00	No returns. ....	\$6.52 per cent. --- (\$14,350 paid.)
Black River and Utica Railroad Company.	643,330 31	132,000 00	185,859 85	317,859 85	26,261 84	12,401 76	7 per cent -----
Buffalo and New York City Railroad Company.	798,439 30	1,720,000 00	867,849 14	2,587,849 14	288,392 56	256,496 65	No returns -----
†Buffalo & Allegany Valley Railroad Company.	16,000 00	None -----	3,000 00	3,000 00	-----	-----	-----
Buffalo, Corning and New York Railroad Company.	1,487,874 67	1,475,000 00	24,783 09	1,499,783 09	172,476 21	106,143 03	7 per cent. ....
‡Buffalo & Pittsburg Railroad Company.	100,000 00	None -----	None -----	-----	-----	-----	-----
Buffalo and State Line Railroad Company.	1,300,000 00	1,000,000 00	None -----	1,000,000 00	679,750 53	323,987 34	7 per cent. ....
Brooklyn City Railroad Company.	902,660 00	None -----	None -----	None -----	322,116 90	253,175 47	None -----

\* Company failed, and the franchises of the road and real estate sold under foreclosure of mortgage to Thomas J. Powers, of New York, May, 1856.

† The amount of \$16,300 has been expended for graduation and masonry. Further operations suspended for the present.

‡ Construction progressing rapidly; a portion expected to be completed and worked in June next.



*Railroad Statistics of the United States—New York—Continued.*

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Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates, and amount of interest paid.
Canandaigua and Niagara Falls Railroad Company.	\$1,315,000 00	\$2,170,000 00	\$109,854 47	\$2,279,854 47	\$88,162 92	\$69,834 77	6.54 per cent.----
					(July, August and Sept. 1855.)	(For same period.)	
Canandaigua and Elmira Railroad Company.	809,111 32	800,000 00	122,393 31	922,393 31	174,089 31	140,583 01	7 per cent. (\$61,-407 paid.)
Cayuga and Susquehanna Railroad Company.	687,000 00	500,000 00	6,686 49	506,686 49	135,433 38	66,706 75	7 per cent. (\$37,-711 44 paid.)
*Chemung Railroad Company.	380,000 00	70,000 00	None -----	70,000 00	-----	-----	-----
†Corning and Olean Railroad Company.	8,500 00	None -----	10,000 00	-----	-----	-----	-----
‡Erie and New York City Railroad Company.	236,539 74	13,000 00	12,610 89	25,610 89	-----	-----	-----
Eighth Avenue Railroad Company.	762,500 00	No return-----	No return-----	No return-----	215,583 82, for 9 months only, 1855.	132,592 37, for 9 months only.	No returns -----
Flushing Railroad Company.	133,131 99	211,000 00	39,866 63	250,866 63	39,753 72	38,902 60. (This includes the cost of running steamboat from Hunter's Point to Fulton street, New York City, four miles.)	On bonds, 7 per cent.; floating debt, 10 per cent.; \$16,589 80 paid.
§ Harlem River and High Bridge Railroad Company.	30,000 00	None -----	-----	-----	-----	-----	-----
Hudson and Boston Railroad Company.	175,000 00	None -----	None -----	None -----	44,873 46	34,647 61	-----

Hudson River Railroad Company.	3,758,466 59	8,842,000 00	408,362 84	9,250,362 84	1,869,804 74	1,184,705 85	None -----
Lebanon Springs Railroad Company.	101,900 00	74,600 00	10,000 00	84,600 00	-----	-----	5 per cent. on funded debt, \$581,092 50; 7 per cent. on floating debt, \$30,751 40.
Long Island Railroad Company.	1,875,148 28	638,533 01	30,416 50	668,949 51	301,799 19	185,331 32	6 per cent. (\$35,036 56 paid.)
Niagara Falls and Lake Ontario Railroad Company.	188,620 00	200,000 00	30,290 00	230,290 00	-----	-----	7 per cent. -----
New York Central Railroad Company.	24,154,860 69	14,462,742 32, including 8,894,500 issued to stockholders to equalize values of stocks.)	None -----	14,462,742 32	6,563,581 14	3,401,455 65	6.228 per cent., (\$899,928 10 paid.)
New York and Erie Railroad Company.	10,023,958 84	24,891,000 00	1,211,768 64	26,102,768 64	5,488,993 37	2,861,875, 21	6½ per cent. (\$1,793,698 29 paid.)
New York and Harlem Railroad Company.	5,717,100 00	3,853,304 71	440,664 26	4,293,968 97	1,040,393 24	694,470 05	7 per cent. (\$307,641 62 paid.)
New York and New Haven Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Northern Railroad Company.	1,611,527 22	4,173,900 00	230,374 32	4,406,874 32	501,517 96	384,398 58	7 per cent. (106,303 10 paid.)
Oswego and Syracuse Railroad Company.	393,512 50	196,500 00	20,181 67	216,681 67	126,540 16	55,364 36	7 per cent. -----
Oswego and Troy Railroad Company.	23,100 00	-----	-----	-----	-----	-----	-----

\* Leased to the Canandaigua and Elmira Railroad Company and statistics of all kinds embraced in the return of that road, and included in this table under that head.

† No part of the road completed or in operation.

‡ No part yet in operation.

§ No part of the road complete or in operation.

|| Road not yet completed, and no part in operation.

¶ Road not yet commenced, but expected soon to be in progress.

*Railroad Statistics of the United States—New York—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates, and amount of interest paid.
Potsdam and Watertown Railroad Company.	\$467,200 00	\$241,500 00	\$52,689 53	\$294,189 53	-----	-----	7 per cent.-----
Rensselaer and Saratoga Railroad Company.	610,000 00	140,000 00	None -----	140,000 00	\$245,000, including receipts of Saratoga & Schenectady railroad leased by this road.	\$120,000, (both roads,) as in all subsequent returns.	7 per cent. (\$9,800 paid.)
Rochester and Genesee Valley Railroad Company.	554,270 00	150,000 00	26,118 58	176,118 58	\$42,048 52	\$19,256 43	7 per cent.-----
Sackett's Harbor and Ellensburg Railroad Company.	175,000 00	250,000 00	56,800 00	306,800 00	10 500 00	10,500 00	7 per cent.-----
*Sackett's Harbor and Saratoga Railroad Company.	254,000 00	400,000 00	29,974 50	429,974 50	-----	-----	-----
Saratoga and Schenectady Railroad Company.	300,000 00	104,000 00	None -----	104,000 00	Leased to the Rensselaer Railroad Co. for \$30,150 per annum.	Embraced in the report of Rensselaer and Saratoga Railroad Co.	7 per cent.; debt reduced about \$5,000 per annum.
†Saratoga and Whitehall Railroad Company.	500,000 00	395,000 00	None -----	395,000 00	71,909 70	49,822 63	7 per cent.-----
Second Avenue Railroad Company.	425,000 00	190,000 00	310,000 00	500,000 00	210,000 00	119,000 00	7 per cent.-----
Sixth Avenue Railroad in the city of N. York.	750,000 00	None -----	None -----	\$4,450 00, being mortgage on real estate.	235,809 70	181,264 14	7 per cent.-----
†Sodus Point and Southern Railroad Company.	31,585 76	None -----	1,850 00	1,850 00	-----	-----	-----
Syracuse and Binghamton Railroad Company.	768,369 56	1,375,350 00	228,034 97	1,603,384 97	159,489 91	125,002 11	7 per cent.-----

Troy and Bennington Railroad Company.	75,150 00	168,000 00	6,075 00	174,075 00	Leased to the Troy and Boston R. R. Co. for \$15,800 per annum.	See preceding ----	6 and 7 per cent..
Troy and Boston Railroad Company.	439,492 88	497,000 00	236,079 18	733,079 19	156,363 00	101,178 94	7 per cent. ....
Troy and Greenbush Railroad Company.	275,000 00	None -----	None -----	Nothing. ....	86,023 46	81,664 61	Nothing. ....
Troy Union Railroad Company.	3,000 00	707,000 00	17,344 85	724,344 85	A sum sufficient to pay all expenses of operating, including repairs, and also the interest on debt, collected by tolls from the companies using the road.	9,506 24	6 per cent., (\$42,690 paid.)
Troy and Rutland Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Third Avenue Railroad Co., of the city of New York.	1,170,000 00	40,000 00	Nothing. ....	40,000 00	292,475 80	217,838 50	7 per cent. ....
§Utica and Binghamton Railroad Company.	16,500 00	-----	-----	-----	-----	-----	-----
Watertown and Rome Railroad Company.	1,371,263 29	545,000 00	255,979 03	800,979 03	401,043 66	231,899 33	7 per cent., \$61,838 23 paid.

\* Road not yet completed. No part yet in operation.

† The remainder of this road's statistics only embrace the period from June 8 to September 30, 1855.

‡ No part of this road is yet in operation. Further work suspended for the present.

§ No part of the road completed or in operation at this time.

*Railroad Statistics of the United States—New York—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company	Net annual profit.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by fre't trains per year.	No. of through passengers per year.	No. of way pas- sengers per year.	No of tons of thr'gh freight per year.
Albany Northern Railroad Company.	\$9,904 15	None -----	106,567	18,525	242,151, way and through.	Included in pre- ceding.	32,133
Albany and Susquehanna Railroad Company.	No return, not be- ing in operation.	-----	-----	-----	-----	-----	-----
Albany and West Stockbridge Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Attica and Allegheny Valley Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Blossburg and Corning Rail- road Company.	Not returned ----	5 per cent. -----	9,390	12,600	14,282	2,660	114,177
Black River and Utica Rail- road Company.	13,860 08	None -----	19,398	969	60,616, way and through.	Included in pre- ceding.	7,403, way and through.
Buffalo and New York City Railroad Company.	31,995 91	No return -----	237,328	75,894	138,589, way and through.	Included in pre- ceding.	62,162, way and through.
Buffalo and Allegheny Valley Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Buffalo, Corning, and New York Railroad Company.	66,333 18	None -----	113,892	61,568	932	154,773	26,048,510
Buffalo and Pittsburg Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Buffalo and State Line Rail- road Company.	355,773 19	5 per cent., (semi- annually.) -----	204,642	151,309	177,663	147,868	152,764
Brooklyn City Railroad Com- pany.	68,941 43	8 per cent. -----	1,691,452	None -----	6,324,559, way & through.	Included in pre- ceding.	None -----
Canandaigua and Niagara Falls Railroad Company.	No return -----	None -----	33,487, (July, Au- gust, and Sep- tember, 1855.	13,214, (for same period.)	8,931, (same pe- riod.)	20,475, (same pe- riod )	948, (same pe- riod.)
Canandaigua and Elmira Rail- road Company.	33,506 30	No return -----	92,032	52,058	34,299	108,782	17,485

Cayuga and Susquehanna Railroad Company.	68,726 63	None .....	21,313	63,533	16,715	14,474	124,002
Chemung Railroad Company.							
Corning and Olean Railroad Company.							
Erie and New York City Railroad Company.							
Eighth Avenue Railroad Company.	82,991 45 (For 9 months.)	6 per cent.....	655,000 (9 months.)	None.....	4,311,676 (9 months.)	Included in pre- ceding.	None.....
Flushing Railroad Company.	None.....	Nothing. ....	30,048	800	163,066	72,459	645
Harlem River and High Bridge Railroad Company.							
Hudson and Boston Railroad Company.	10,225 75	6 per cent.....	16,400	30,600	2,668	30,120	55,784 way & through.
Hudson River Railroad Company.	685,098 89	None, the net earnings, after paying interest, being carried to surplus fund.	543,539	338,994	213,105	1,327,756	95,400
Lebanon Springs Railroad Company.							
Long Island Railroad Company.	116,467 87	None.....	142,210	84,193	14,725	360,156	1,389
*Niagara Falls and Lake Ontario Railroad Company.							
New York Central Railroad Company.	3,162,125 39	8 per cent.....	1,941,521	1,410,371	201,534	2,515,943	670,073 way & through.
New York and Erie Railroad Company.	2,627,118 16	None .....	1,464,839	1,676,500	56,342	924,109	155,468
New York and Harlem Railroad Company.	345,923 19	None since 1854..	5330,03	203,539	No return....	No return....	164,516 way & through.
New York and New Haven Railroad Company.							
Northern Railroad Company.	117,119 38	None .....	117,862	194,039	23,752	94,290	120,280
Oswego and Syracuse Railroad Company.	71,175 80	8 per cent.....	50,015	30,100	39,930	59,086	40,848 way & through.

\* Road not yet completed : no part in operation.

*Railroad Statistics of the United States—New York—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits.	Dividends.	Number of miles run by passenger trains per year.	Number of miles run by freight trains per year.	No. of through passengers per year.	Number of way passengers per year.	No. of tons of through freight per year.
Oswego and Troy Railroad Company.							
*Potsdam and Watertown Railroad Company.							
Rensselaer and Saratoga Railroad Company.	\$125,000 00	8 per cent.	62,392	33,789	98,867	88,257	40,049
Rochester and Genesee Valley Railroad Company.	22,792 14	None	22,012	10,170	69,276	None	18,022
Sackett's Harbor and Ellensburg Railroad Company.	None	None	22,196	10,648	6,808	10,898	4,886
Sackett's Harbor and Saratoga Railroad Company.							
†Saratoga and Schenectady Railroad Company.	5 per cent.						
Saratoga and Whitehall Railroad Company.	22,087 07	Not given.	18,174	11,285	24,481	32,570	4,915
†Second Avenue Railr'd Company.	91,000 00	8 per cent.					
Sixth Avenue Railroad Company, in the city of New York.	54,545 56	5 per cent.	871,255	None	4,237,583 way and through.	Included in pre- ceding.	None
Sodus Point and Southern Railroad Company.							
Syracuse & Binghamton Railroad Company.	34,487 80	None	117,280	62,600	12,194	86,192	41,518 way and through.
Troy and Bennington Railroad Company.							
Troy and Boston Railroad Company.	\$55,184 06	None	53,248	23,374	191,514, way and through.	Included in pre- ceding.	61,975, way and through.

Troy and Greenbush Railroad Company.	3,358 85	Leased and operated by Hudson River Railroad Company, at 7 per cent. on \$275,000.	47,706	11,772	209,921	6,272	79,951
§Troy Union Railroad Company.	None -----	None; the object being only to afford the roads using the road a transit through the city.	-----	-----	-----	-----	-----
Troy and Rutland Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Third Avenue Railroad Company, of the city of New York.	74,637 30	No return-----	923,176	None -----	5,770,078, way and through.	Included in preceding.	None. -----
Utica and Binghamton Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Watertown and Rome Railroad Company.	169,144 33	8½ per cent.-----	151,276	99,268	186,763, way and through.	Included in preceding.	132,675, way & through.

\* No part of this road completed or in operation.

† Embraced, as to the remainder of statistics, in the report of Rensselaer and Saratoga Railroad Company.

‡ No further statistics given; the present officers having but recently assumed the management of the railroad.

§ The remaining statistics of this road are included in the report of the Troy and Boston Railroad Company, who are the lessors of this railroad.

§ This road being operated by, and leased by the Hudson River Railroad Company, the New York Central Railroad Company, the Rensselaer and Saratoga Railroad Company, and the Troy and Boston Railroad Company, the statistics of the road are included in the returns of said companies.





Buffalo and State Line Railroad Company.	26,338	14,000,037 passengers carried one mile.	10,972,789 tons carried one mile.	29 miles per hour.	12 miles per hour.	Four.....	Two.....
Brooklyn City Railroad Company.	None.....	No return.....	No return.....	No return.....	None.....	One.....	Two.....
Canandaigua and Niagara Falls Railroad Company.	6,404, (same period.)	1,507,574 passengers carried one mile only, Aug. and Sept., 1855.	287,838 tons carried one mile for same period.	27 miles per hour.	18 miles per hour.	None.....	Two.....
Canandaigua and Elmira Railroad Company.	13,551	4,717,339 passengers carried one mile.	1,634,303 tons carried one mile.	30 miles per hour.	13 miles per hour.	Three.....	Two.....
Cayuga & Susquehanna Railroad Company.	3,514	699,273 passengers carried one mile.	4,190,445 tons carried one mile.	25.42 miles per hour.	16 miles per hour.	One.....	None.....
Chemung Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Corning and Olean Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Erie and New York City Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Eighth Avenue Railroad Company.	None.....	No return.....	None.....	5 miles per hour.	None.....	One.....	None.....
Flushing Railroad Company.	155	1,594,750 passengers carried one mile.	5,780 tons carried one mile.	24 miles per hour.	Attached to passenger train.	One.....	None.....
Harlem River and High Bridge Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Hudson and Boston Railroad Company.	Included in preceding.	351,966 passengers carried one mile.	929,874 tons carried one mile.	15 miles per hour.	15 miles per hour.	None.....	One.....
Hudson River Railroad Company.	44,568	70,041,746 passengers carried one mile.	15,221,956 tons carried one mile.	Express trains 39 miles per hour excluding stops; including stops 35 miles per hour. Accom'n trains 28 miles.	16 miles per hour.	Twenty-six..	Nine.....
Lebanon Springs Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Long Island Railroad Company.	61,379	9,479,014 passengers carried one mile.	2,670,607 tons carried one mile.	20 miles per hour.	10 miles per hour.	Three.....	Two.....

*Railroad Statistics of the United States—New York—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	No. of tons of way-freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Niagara Falls and Lake Ontario Railroad Company.	-----	-----	-----	-----	-----	-----	-----
New York and Central Railroad Company.	Included in preceding.	169,052,341 passengers carried for one mile.	99,605,836 tons carried one mile.	Express, 29 miles per hour; ordinary 21½.	11 miles per hour.	Twenty-four	Twenty-six ..
New York and Erie Railroad Company.	686,585	64,951,794 passengers one mile.	150,673,997 tons of freight carried one mile.	25 miles per hour.	12 miles per hour.	Thirty-six	Twenty .....
New York and Harlem Railroad Company.	-----	No returns.....	No returns.....	29 miles per hour.	13½ miles per hour	Four .....	Nine.....
New York and New Haven Railroad Company.	Included in preceding.	-----	-----	-----	-----	-----	-----
Northern Railroad Company.	-----	3,759,388 passengers carried 1 mile	14,690,910 tons carried one mile.	25 miles per hour.	10 miles per hour.	Two.....	Two.....
Oswego and Syracuse Railroad Company.	73,759	2,457,921 passengers carried 1 mile	1,287,461 tons carried one mile.	25 miles per hour.	12 miles per hour.	Two.....	None.....
Oswego and Troy Railroad Co.	-----	-----	-----	-----	-----	-----	-----
Potsdam and Watertown Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Rensselaer and Saratoga Railroad Company.	12,646	4,383,496 passengers carried 1 mile	1,322,697 tons carried one mile.	30 miles per hour.	12 miles per hour.	Three.....	None.....
Rochester and Genesee Valley Railroad Company.	None .....	1,101,101 passengers carried one mile.	324,396 tons carried one mile.	20 miles per hour.	9 miles per hour.	None .....	One .....
Sackett's Harbor and Ellisburg Railroad Company.	1,000	160,707 passengers carried one mile.	58,860 tons carried one mile.	20 miles per hour.	15 miles per hour.	None .....	None .....

Sackett's Harbor and Saratoga Railroad Company.							
Saratoga and Schenectady Railroad Company.							
Saratoga and Whitehall Railroad Company.	13, 104	1, 599, 244 passengers carried one mile.	438, 384 tons carried one mile.	20 miles per hour.	9 miles per hour.	None	Three
Second Avenue Railroad Company.							
Sixth Avenue Railroad Company, in the city of New York.	None	No return	None	3 $\frac{3}{4}$ miles in forty minutes.	None	None	
Sodus Point and Southern Railroad Company.					None		
Syracuse and Binghamton Railroad Company.	Included in preceding.	2, 669, 533 passengers carried one mile.	2, 273, 588 tons carried one mile.	24 miles per hour.	9 miles per hour.	Two	None
Troy and Bennington Railroad Company.							
Troy and Boston Railroad Company.	61, 975, way and through.	2, 406, 970 passengers carried one mile.	1, 933, 447 tons carried one mile.	25 miles per hour.	10 miles per hour.	No return	No return
Troy and Greenbush Railroad Company.	None	1, 488, 263 passengers carried one mile.	478, 506 tons carried one mile.	28 miles per hour.	12 miles per hour.	One	None
Troy Union Railroad Company.						One	None
Troy and Rutland Railroad Company.							
Third Avenue Railroad Company, of the city of New York.	None	No return	No return	No return	None	Two	Four
Utica and Binghamton Railroad Company.							
Watertown and Rome Railroad Company.	132, 675, way and through.	5, 756, 748 passengers carried one mile.	8, 360, 432 tons carried one mile.	25 miles per hour.	12 miles per hour.	Two	None

*Railroad Statistics of the United States.*

NEW JERSEY.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
Belvidere and Delaware Railroad Company.	March 2, 1835.	1849.....	November 5, 1855.	Trenton and Belvidere	64 miles .....	None .....	\$1,650,000 00
*Camden and Amboy Railroad Company.	Not returned ..	.....	.....	Camden and Amboy..	62 miles .....	None .....	4,877,981 23
†Camden and Atlantic Railroad Company.	Not known ....	.....	.....	Camden and Atlantic City.	.....	None .....	1,729,642 28
Central Railroad Company of New Jersey.	Feb. 26, 1847.	Sept. 18, 1850.	July 2, 1852.....	Easton, Penn, and Elizabethport, N. J.	63 miles .....	11 miles now, and 37 additional expected to be during this fall.	3,712,722 26
Burlington and Mount Holly Railroad Company.	No return.....	.....	June 18, 1849 .....	Burlington and Mount Holly.	7 miles .....	None .....	114,551 20
Flemington Railroad and Transportation Co.	No return.....	.....	.....	Lambertsville and Flemington.	12 miles .....	None .....	279,220 51
Freehold and Jamesburg Railroad Company.	1851.....	1852.....	No return.....	Freehold and Jamesburg.	11½ miles .....	None .....	219,062 73
Millstone and New Brunswick Railroad Company.	1836.....	June, 1854.	December, 1854...	Millstone and New Brunswick.	6.63 miles.....	None .....	\$111,000
Morris and Essex Railroad Company.	Jan. 29, 1835.	Fall of 1835.	To Morristown, 1837; Dover, 1848; and to Hackettstown, Jan., 1854.	Newark and Hackettstown.	52½ miles.....	2 miles .....	1,608,778 14
New Jersey Railroad and Transportation Company.	March 7, 1832.	1832.....	1839.....	Jersey City and New Brunswick.	33.96 miles....	20 miles .....	3,357,355 18
Paterson and Hudson River Railroad Company.	Jan. 21, 1831.	No return.....	No return.....	Jersey City and Paterson.	14 miles.....	14 miles .....	630,000 00

Paterson and Ramapo Railroad Company.	March 10, 1841.	No return.....	No return.....	Paterson and Ramapo Junction of Erie Railroad.	15½ miles.....	None.....	350,000 00
Raritan and Delaware Bay Railroad Company.	March 3, 1854.	May 20, 1856.	Not completed; expected to be in two years.	Port Monmouth, on Raritan bay, and Cape May.	120 miles.....	None.....	Estimated at \$2,400,000, exclusive of rolling stock.
Sussex Railroad Company.	1849 Supplementary in 1853.	1850.....	1854.....	Newton and Waterloo.	12 miles.....	None.....	352,000 00
Warren Railroad Company.	No return.....	No return.....	1856.....	River Delaware, five miles below Water Gap, and New Hampton Junction of Central Railroad.	18 miles.....	None.....	1,200,000 00
Trenton and New Brunswick Railroad Company.	.....	.....	.....	Trenton and New Brunswick.	26 miles.....	None.....	.....

\* This company refused to answer the interrogatories, and it is impossible to furnish its statistics; the more to be regretted, as it is one of the principal railroads in the United States.

† Company neglected to answer the interrogatories.

*Railroad Statistics of the United States—New Jersey—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of the operating expenses, including repairs.	Annual rate, and amount of interest paid.
Belvidere and Delaware Railroad Company.	\$1,400,000 00	None .....	\$320,000 00	\$1,720,000 00	\$155,000 00	\$92 260 00	6 per cent .....
Camden and Amboy Railroad Company.	1,500,000 00	Not known .....	Not known .....	Not known .....	1,501,787 57	870,557 89	....do.....
Camden and Atlantic Railroad Company.	369,320 00	\$867,600 00	654,530 89	1,572,130 89	122,415 36	72,336 48	Rate not given; \$63,129 55 paid.
Central Railroad Company of New Jersey.	2,000,000 00	3,000,000 00	135,795 35	3,135,795 35	398,489 85	217,424 83	7 per cent .....
Burlington and Mount Holly Railroad Company.	70,000 00	20,000 00	None .....	20,000 00	21,633 68	13,410 74	6 per cent.; \$1,200 paid.
Flemington Railroad and Transportation Co.	150,000 00	72,800 00	56,420 51	129,220 51	8,832 11	8,800 00	No return.....
Freehold and Jamesburg Railroad Company.	130,341 52	70,000 00	Nothing .....	70,000 00	31,923 38	18,458 15	6 per cent.; \$4,200 paid.
Millstone and New Brunswick Railroad Company.	\$100,914 00	Nothing .....	\$10,086 00	\$10,086 00	\$9,818 67	\$5,661 56	6 per cent.....
Morris and Essex Railroad Company.	1,157,805 00	\$339,000 00	72,577 41	411,577 41	229,441 33	133,073 51	7 per cent.....
New Jersey Railroad and Transportation Company.	3,482,850 00	690,000 00	Nothing .....	690,000 00	861,514 36	360,766 77	6 per ct. and 7 per ct.; \$40,580 paid.
*Paterson and Hudson River Railroad Company.	630,000 00	None .....	None .....	Nothing.....	Rented to Erie Railroad Company for \$53,400 per annum.	.....	.....
Paterson and Ramapo Railroad Company.	248,225 00	100,000 00	1,200 00	101,200 00	Rented to Erie Railroad Company for \$26,500 per annum.	Worked by N. Y. and Erie Railroad, and expenses returned by said company.	7 per cent.....

†Raritan and Delaware Bay Railroad Company.							
Sussex Railroad Company.	150,000 00	150,000 00	52,000 00	202,000 00	30,000 00	28,000 00	6 per cent. on bonds; 7 per cent. on floating debt.
‡Warren Railroad Company.							
¶Trenton and N. Brunswick Railroad Company.							

\* Leased and operated by the New York and Erie Railroad Company, and statistics embraced in the returns of said company.

† No part of the road completed or in operation at this time; further statistics not furnished by officers.

‡ No part of this road yet in operation; and, the officers having failed to answer the interrogatories, no further statistics can be furnished.

¶ See remarks to Camden and Amboy railroad.



*Railroad Statistics of the United States—New Jersey—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year..	No. of tons of through freight per year.
Belvidere and Delaware Railroad Company.	\$62,740 00	None .....	71,400	33,000	30,630	130,550	11,390
Camden and Amboy Railroad Company.	631,229 68	12 per cent.....	.....	.....	.....	.....	.....
*Camden and Atlantic Railroad Company.	50,078 88	None .....	.....	.....	.....	.....	.....
Central Railroad Company of New Jersey.	181,065 02	7 per cent.....	145,668	50,645	22,401	279,611	16,553
Burlington and Mount Holly Railroad Company.	8,222 94	5 per cent.....	No return.....	.....	57,111	1,200	6,000
†Flemington Railroad and Transportation Co.	None .....	None .....	.....	.....	.....	.....	.....
Freehold and Jamesburg Railroad Company.	13,465 23	No return.....	28,049	Included in passenger train report.	50,420 Way and through.	Included in preceding.	19,449 00
Millstone and New Brunswick Railroad Company.	\$4,157 11	6 per cent. guaranteed by the New Jersey Railroad Company.	8,311	4,150	13,035	4,293	8,076
Morris and Essex Railroad Company.	96,367 82	7 per cent.....	87,879	46,129	7,305	403,750	No return.....
New Jersey Railroad and Transportation Company.	426,715 90	10 per cent.....	332,563	None by exclusive freight trains.	257,610	2,313,760	1,531
Paterson and Hudson River Railroad Company.	.....	.....	.....	.....	.....	.....	.....
†Paterson and Ramapo Railroad Company.	.....	6 per cent.....	.....	.....	.....	.....	.....
Raritan and Delaware Bay Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Sussex Railroad Company.	2,000 00	None .....	13,800	9,400	10,500	500	3,000

Warren Railroad Company.						
Trenton and New Brunswick						
Railroad Company.						

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\* Statistics cannot be further ascertained.

† Interrogatories not answered; statistics of working road, &c., not known

‡ Leased to and operated by the New York and Erie Railroad Company, and statistics of this road, &c., embraced in the returns of said New York and Erie Railroad Company.

*Railroad Statistics of the United States—New Jersey—Continued.*

Corporate name of company.	No. of tons of way freight for the year.	Amount of mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	No. of tons of freight carried during the year, or the equivalent number of tons of freight carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties during the year.	No. of casualties not fatal for the year.
Belvidere and Delaware Railroad Company.	48,346	3,710,635 passengers carried one mile.	2,162,607 tons carried one mile.	22½ miles per hour.	12 miles per hour.	None .....	None .....
Camden and Amboy Railroad Company.	.....	.....	.....	.....	.....	28	43
Camden and Atlantic Railroad Company.	.....	6,491,733 passengers carried one mile.	.....	.....	.....	.....	.....
Central Railroad Company of New Jersey.	66,934	No return.....	3,007,303 tons carried one mile.	20 miles per hour.	12 miles per hour.	2	2
Burlington and Mount Holly Railroad Company.	None .....	No return.....	No return.....	16 miles per hour.	Attached to passenger trains.	None .....	None .....
Flemington Railroad and Transportation Co.	.....	.....	.....	.....	.....	.....	.....
Freehold and Jamesburg Railroad Company.	3,798	No return.....	No return.....	No return .....	No return.....	None .....	None .....
Millstone and New Brunswick Railroad Company.	None .....	99,693 passengers carried one mile.	52,494 tons carried one mile.	25 miles per hour.	15 miles per hour.	None .....	None.
Morris and Essex Railroad Company.	No return.....	3,530,865 passengers carried one mile.	No return.....	25 miles per hour.	12 miles per hour.	Five.....	One.
New Jersey Railroad and Transportation Company.	62,518	30,830,604 passengers carried one mile.	962,229 tons carried one mile.	25 miles per hour.	20 miles per hour.	None .....	None.
Paterson and Hudson River Railroad Company.	.....	.....	.....	.....	.....	Seven .....	Five.
Paterson and Ramapo Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Raritan and Delaware Bay Railroad Company.	.....	.....	.....	.....	.....	.....	.....

Sussex Railroad Company.	18,000	113,500 passengers carried one mile.	159,000 tons carried one mile.	20 miles per hour.	10 miles per hour.	None .....	None.
Warren Railroad Company	-----	-----	-----	-----	-----	-----	-----
Trenton and New Brunswick Railroad Company.	-----	-----	-----	-----	-----	-----	-----

*Railroad Statistics of the United States.*

PENNSYLVANIA.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Alleghany Valley Railroad Company.	Jan. 10, 1852 ..	April, 1853.....	Not yet finished; completed to Kittaning 1856.	Pittsburg & New York State Line near Olean.	179 miles.....	None .....	First division of 44 mls cost \$1,600,000, the whole estimated at \$5-500,000.
Barclay Railroad Company.	Sept. 20, 1853 ..	April 29, 1855 ...	October 1, 1856.....	Towanda & coal mines at Barclay.	16½ miles.....	None .....	\$300,000 00
Beaver Meadow Railroad and Coal Company.	April 7, 1830 ..	1833.....	1837.....	Coal mines in Carbon county and Mauch Chunk.	21 miles.....	19 miles.....	The <i>capital stock</i> represents lands, mines and appurtenances, as well as railroad; the latter cannot be separated.
Carbon Run Improvement Company.	March, 1851...	1852.....	1853.....	Local coal mine road.	2½ miles.....	½ mile.....	\$45,000 00
Chester Valley Railroad Company.	April 22, 1850 ..	1851.....	September 12, 1853...	Downingtown Junction of the Columbia railroad and Bridgeport Junction of Philadelphia and Norristown railroad.	21 miles.....	None .....	1,370,600 00
Catawissa, Williamsport, and Erie Railroad Company.	March 31, 1831	July, 1836.....	September, 1854.....	Foot of Broad mountain, in Schuylkill co., and Milton in Northumberland county.	63½ mls., branch 12 mls. graded but unfinished	None .....	3,640,000 00

Columbia and Philadelphia Railroad.	No charter, being owned by State of Pennsylvania.	1828.....	1834.....	Columbia and West Philadelphia.	81 miles.....	81 miles.....	5,000,000 00
Cumberland Valley Railroad Company.	April 2, 1831...	April 1, 1836 ....	April 1, 1838 .....	Harrisburg and Chambersburg.	52 miles.....	None .....	1,237,147 76
Delaware and Hudson Canal Company.	March 13, 1823, for canal, railroad authorized April 5, 1826	1828.....	October, 1829 .....	Carbondale and Honesdale.	17 miles main, 6 miles branch.	23 miles.....	854,823 01
Franklin Railroad Company	March 12, 1832.	April 1, 1837 ....	December 1, 1838....	Chambersburg, Pennsylvania, and Hagerstown, Maryland.	22 miles.....	None .....	240,000 00
Hanover Branch Railroad Company.	March 16, 1847.	March, 1851.....	August 1, 1852.....	Hanover junction of Northern Central Railroad and borough of Hanover.	13 miles.....	None .....	169,445 27
Harrisburg, Portsmouth, Mount Joy, and Lancaster Railroad Company.	June 9, 1832...	May 11, 1835....	1837.....	Lancaster and Harrisburg; branch from Columbia to Portsmouth.	36 miles main, 19 miles branch.	10 miles.....	1,825,787 00
Huntingdon and Broad Top Mountain Railroad and Coal Company.	May 6, 1852 ...	August, 1853 ....	July 1, 1856.....	Huntingdon and Hope-well, main, Stoners-town to Broad Top, branch.	30½ miles main, 10 mls branch	No return...	1,000,000 00
Lebanon Valley Railroad Company.	April 1, 1836 ..	May, 1852.....	Not completed; expected to be in June 1857.	Harrisburg and Reading.	53½ miles .....	12 miles ....	2,700,000 00 (estimated.)
Lancaster, Lebanon, and Pine Grove Railroad Company.	March 28, 1846.	July, 1854 .....	Not completed; estimated to be in 1859 or 1860.	Pine Grove to Lancaster, Philadelphia to Harrisburg.	51 miles; 105 miles branch.	None .....	5,000,000 00 (estimated.)
Lehigh Valley Railroad Company.	April 21, 1846 .	December, 1852.	Opened to Mauch Chunk, Oct., 1855.	Easton and Mauch Chunk, Branch to Tamaqua.	46 mls. main; 17 miles branch.	10 miles ....	2,700,000 to Mauch Chunk.
Little Schuylkill Navigation, Railroad, and Coal Company.	Feb. 28, 1826..	1830.....	To Tamaqua in 1832; to Catawissa Railr'd junction in 1854.	Port Clinton, Tamaqua, and Summit	28 miles main; 5 miles branch.	10 miles ....	1,373,270 68

*Railroad Statistics of the United States—Pennsylvania—Continued.*

Corporate name of company.	Date of charter.	Commenced.	Completed, or, if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Mine Hill and Schuylkill Haven Railroad Company.	1828.....	1828.....	1831.....	Mine Hill and Schuylkill Haven.	13 mls. main; 74 miles lateral.	20 miles ....	\$2,400,000 00
Mt. Carbon Railroad Company.	April 20, 1829 ..	1830.....	1831.....	Mount Carbon and South side of Mine Hill.	Main road 1½ miles; branch 6 miles.	5 miles. ....	198,481 92
Northern Central Railroad Company.	These v'r'l roads composing this company were consolidated 1854.	Balt. & Susq. R. Co., 1829. York & Md. Line R. R. Co., 1829. York & Cumbl'd R. R. Co., 1846. Susquehanna R. R. Co., 1851.	Balt. & Susquehanna, 1838. York & Maryl'd Line, 1838. York & Cumberland 1851. Susquehanna; not yet finished; whole line expected to be in 1857.	Baltimore and Sunbury, Northumberland county, Pa.	142 miles main; 14 mls. branch to Westminster.	None, except sidings.	Estimated about 10,000,000.
Northwestern Railr'd Company.	Feb. 9, 1853....	August, 1853 ....	Not finished; expected to be in 1858.	Blairsville and New Castle.	90 miles; (35 of which will be opened by May, 1857.	10 miles ....	3,500,000 00 (estimated.)
North Pennsylvania Railroad Company.	April 8, 1852 ..	May, 1853.....	Not finished; expected to be opened in Dec., 1856.	Philadelphia and Bethlehem, branches to Shimersville and Doylestown.	Main 55½ miles; Shimersville br'ch 1½ mls., Doylestown br'ch 10½ miles.	1 mile .....	3,469,096 00
*Pennsylvania Coal Company.	April 3, 1848 ..	1848.....	June, 1850 .....	Port Griffith on Susquehanna river and Hawley on Delaware and Hudson canal.	47 miles .....	47 miles ....	.....

Pennsylvania Railroad Company.	April 13, 1846	July 15, 1846....	Single track completed Feb. 1, 1854; double track will be July 1, 1857.	Harrisburg to Pittsburg, main; branch, Altoona to Hollidaysburg, Blairsville to Indiana.	243 miles main, 136 miles... Altoona br'ch 7 miles; Indiana branch 20 miles.		16,830,000 00
Pittsburg and Steubenville Railroad Company.	March 24, 1849.	Sept. 18, 1851...	Not finished, expected to have road completed early in 1857.	Pittsburg and Steubenville.	42 miles.....	7 miles.....	3,000,000 00
Philadelphia, Germantown, and Morristown Railroad Company.	Feb. 17, 1831...	1832.	1835.	Philadelphia, Germantown, and Norristown.	17 mie — miles branch to Germantown.	23 miles to be laid by 1857.	1,175,562 00
Philadelphia and Reading Railroad Company.	April 4, 1833...	July, 1835.....	Single track finished Jan. 1, 1842; double track October, 1844.	Port Richmond and Mount Carbon—branch from Richmond to city of Philadelphia.	93 miles, main—road 5 miles city branch.	98 miles.....	19,004,180 19
Philadelphia, Wilmington, and Baltimore Railroad Company.	The various companies composing this road were consolidated Feb. 5, 1838.	1835.	January 15, 1838.....	Philadelphia and Baltimore, main—New Castle and Wilmington branch.	Main, 98 miles—branch 6 miles.	None, except sidings.	7,990,775 05
Sunbury and Erie Railroad Company.	April 3, 1837...	July, 1852. ....	40 miles completed to Williamsport—100 more in progress.	Sunbury and Erie....	270 miles.....	None finished.	Estimated, \$12,000,000 00
Tyrone and Clearfield Railroad Company.	No return.....	April 28, 1856...	Not completed; expected to be finished April 1, 1858.	Tyrone and Clearfield	36 miles.....	None .....	560,000 00
West Chester Railroad Company.	April 8, 1831...	May, 1831.....	September 13, 1832...	West Chester and Philadelphia and Columbia Railroad.	9 miles.....	None .....	165,000 00
Wrightsville, York, and Gettysburg Railroad Company.	1835.	Fall of 1835. ....	April, 1840.....	Wrightsville and York.	12½ miles . ....	None .....	433,546 79
Williamsport and Elmira Railroad Company.	June 9, 1832...	1833.	September 9, 1854....	Williamsport, Pa., and Elmira, N. Y.	78 miles.....	4 miles.....	3,157, 7 58

\* The road being worked and owned by a local coal company, and the statistics of the road not being separated from the other operations of the company, the financial portion could not be ascertained.



*Railroad Statistics of the United States—Pennsylvania—Continued.*

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
* Philadelphia and Trenton Railroad Company.	.....	.....	.....	Philadelphia and Trenton.	30 miles.....	.....	.....
Lackawanna and Bloomsburg Railroad Company.	March 24, 1853.	April 1, 1854....	Expected to be finished July 1, 1857.	Scranton, Luzerne co., and Rupert, Columbia county.	57 miles.....	None .....	\$1,500,000 00

\* The officers of this road have refused to furnish its statistics.

*Railroad Statistics of the United States—Pennsylvania—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
Alleghany Valley Railroad Company.	\$1,667,500 00	\$32,000 00	\$200,000 00	\$282,000 00	Opened Jan'y 1, 1856; receipts to October 1, 1856, \$54,505 08.	From Jan'y 1 to October 1, 1856, \$38,057 85.	7 and 7 per cent ..
Barclay Railroad Company.*	300,000 00	None .....	None .....	Nothing .....	.....	.....	.....
Beaver Meadow Railroad and Coal Company.	See preceding .....	See preceding .....	None .....	No return as to railroad alone.	See preceding .....	.....	6 per cent .....
Carbon Run Improvement Company.†	None .....	None .....	None .....	None .....	.....	.....	.....
Chester Valley Railroad Company.	870,600 00	500,000 00	None .....	500,000 00	\$22,779 18	\$18,404 40	7 per cent. due on debt, but nothing paid for 2 years.
Catawissa, Williamsport, and Erie Railroad Company.	1,700,000 00	1,740,000 00	200,000 00	1,940,000 00	279,055 28	166,803 17	7 per cent .....
Columbia and Philadelphia Railroad.	Owned by the State.	None .....	None .....	Nothing .....	857,048 69	420,409 30	Nothing .....
Cumberland Valley Railroad Company.	1,209,050 00	None .....	None .....	Nothing .....	155,000 00	About \$72,000 00	Nothing .....
Delaware and Hudson Canal Company.‡	7,488,000 00	600,000 00	None .....	.....	.....	.....	.....
Franklin Railroad Company.§	.....	.....	.....	.....	.....	.....	.....
Hanover Branch Railroad Company.	117,000 00	41,000 00	8,430 00	49,430 00	24,694 00	11,159 75	6 per ct., (\$3,016 40 paid.)

\* Road just completed and no part in operation long enough to furnish satisfactory statistics.

† Road just opened; not long enough to furnish satisfactory statistics.

‡ The railroad and canal being operated together, no railroad statistics *per se* can be furnished.

§ Road not now in operation, having been sold by the original company to two private individuals.

*Railroad Statistics of the United States—Pennsylvania—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates and amount of interest paid.
Harrisburg, Portsmouth, Mount Joy, and Lancaster Railroad Company.	\$343, 100 00	\$952, 687 00	\$10, 000 00	\$962, 687 00	\$454, 306 50	\$259, 946 49	6 per ct., (\$57,761 paid.)
Huntingdon and Broad Top Mountain Railroad Company.*	550, 000 00	500, 000 00	-----	-----	-----	-----	-----
†Lebanon Valley Railroad Company.	1, 100, 000 00	1, 500, 000 00	-----	-----	-----	-----	-----
‡Lancaster, Lebanon, and Pine Grove Railroad Company.	-----	-----	-----	-----	-----	-----	-----
§Lehigh Valley Railroad Company.	1, 680, 000 00	1, 143, 000 00	200, 000 00	1, 343, 000 00	-----	-----	-----
Little Schuylkill Navigation, Railroad, and Coal Roads, mines, &c. Company.	2, 606, 100 00	500, 000 00	Nothing.....	3, 106, 100 00	353, 301 10	97, 370 61	6 per cent.....
Mine Hill and Schuylkill Haven Railroad Company.	2, 000, 000 00	350, 000 00	None .....	350, 000 00	458, 000 00	234, 000 00	6 per cent.....
Mount Carbon Railroad Company.	200, 000 00	None .....	Nothing.....	Nothing.....	20, 000 00	4, 000 00	Nothing.....
Northern Central Railroad Company.	2, 260, 000 00	2, 639, 600 00	70, 369 14	2, 709, 969 14	554, 160 83	276, 245 05	6 per cent..... (158,376 paid.)

\* Road just finished; not in operation long enough to furnish further statistics.

† Not yet completed. No portion has been in operation long enough to furnish satisfactory working statistics.

‡ Road not yet completed; no part of it in operation.

§ Has not yet been in operation for one year, and, therefore, annual statistics cannot, at this time, be furnished

*Northwestern Railroad Company.	1,400,000 00	250,000 00	22,375 00	272,375 00	-----	-----	-----
†North Pennsylvania Railroad Company.	2,530,855 00	265,500 00	360,653 72	626,153 72	-----	-----	-----
Pennsylvania Coal Company.	-----	-----	-----	-----	-----	-----	-----
Pennsylvania Railroad Company.	12,480,000 00	7,050,000 00	500,000 00	7,550,000 00	3,538,333 27	1,709,055 73	6 per cent. ....
‡Pittsburg and Steubenville Railroad Company.	1,250,000 00	1,500,000 to be issued.	350,000 00	-----	-----	-----	-----
Philadelphia, Germantown, and Norristown Railroad Company.	929,350 00	374,800 00	274,150 00	Not returned in full.	287,261 00	119,073 00	6 per cent. ....
Philadelphia and Reading Railroad Company.	10,830,360 00	7,438,800 00	1,753,246 90 <i>Note.</i> —An equal amount due the company.	7,438,800 00	4,321,793 86	1,510,881 68	6 per cent., (\$504,027 paid.)
Philadelphia, Wilmington, and Baltimore Railroad Company.	5,600,600 00	2,390,775 05	238,060 12	2,628,835 07	1,011,444 05	500,867 17	6 per cent., (\$167,703 paid.)
§Sunbury and Erie Railroad Company.	3,500,000 00	326,000 00	None. ....	326,000 00	-----	-----	-----
Tyrone and Clearfield Railroad Company.	-----	-----	-----	-----	-----	-----	-----
West Chester Railroad Company.	165,000 00	None. ....	None. ....	Nothing. ....	60,000 00	53,000 00	Nothing. ....
Wrightsville, York, and Gettysburg Railroad Company.	317,050 00	100,000 00	34,850 89	134,850 89	35,607 78	17,585 73	6 per cent., (\$3,091 05 paid.)
††Williamsport and Elmira Railroad Company.	1,500,000 00	1,700,000 00	264,454 84	1,964,454 84	-----	-----	-----

\* Road not completed; no part in operation.

† Road not completed, and no part in operation long enough to furnish annual statistics.

‡ Road not yet completed; no part in operation, so that no other statistics can be now furnished.

§ Road not yet completed; and so much as is finished not operated long enough to furnish annual statistics.

|| Road not completed; no part in operation; no further statistics than here afforded.

†† As an adequate amount of rolling stock has been but recently placed upon the road, no further statistics can at present be furnished.

*Railroad Statistics of the United States—Pennsylvania—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repair.	Annual rates, and amount of interest paid.
Philadelphia and Trenton Railroad Company.	-----	-----	-----	-----	-----	-----	-----
* Lackawanna and Bloomsburg Railroad Company.	\$550,000 00	\$500,000 00	-----	-----	-----	-----	-----

\* Road not yet completed; no part in operation.

*Railroad Statistics of the United States—Pennsylvania—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Alleghany Valley Railroad Company.*	.....	.....	.....	.....	.....	.....	.....
Barclay Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Beaver Meadow Railroad Company.	No return for railroad alone.	10 per cent. ....	10,080	No return .....	No return .....	No return .....	438,092 tons coal passed over road in $2\frac{1}{2}$ months of 1855.
Carbon Run Improvement Company.	.....	.....	.....	.....	.....	.....	.....
Chester Valley Railroad Company.†	\$4,374 78	None .....	.....	.....	.....	.....	.....
Catawissa, Williamsport, and Erie Railroad company.	112,252 11	None .....	130,662	84,358	20,496	78,842	14,854
Columbia and Philadelphia Railroad.	436,639 39	$2\frac{1}{2}$ per cent. on \$5,000,000.	255,320	547,540	112,650	367,026	270,299
Cumberland Valley Railroad Company.	82,150 00	8 per cent. ....	71,547	75,392	38,557	87,004	17,614
Delaware and Hudson Canal Company.	.....	.....	.....	.....	.....	.....	.....
Franklin Railroad Company	.....	.....	.....	.....	.....	.....	.....
Hanover Branch Railroad Company.	13,534 31	None .....	17,576 in all.	Connected with passenger trains. 142 728	17,411 way and through. 103,065	Included in preceding. 48,087	30,736 way and through. 334,696
Harrisburg, Portsmouth, Mount Joy, and Lancaster Railroad Company.	194,460 00	11 per cent. ....	96,944	.....	.....	.....	.....

\* Road only completed for 44 miles; no part fully in operation long enough to give satisfactory statistics.

† Road operated by the Philadelphia, Germantown, and Morristown Railroad Company, who only return the amount realized over expenses.

*Railroad Statistics of the United States—Pennsylvania—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Huntingdon and Broad Top Mountain Railroad and Coal Company.							
Lebanon Valley Railroad Company.							
Lancaster, Lebanon, and Pine Grove Railroad Company.							
Lehigh Valley Railroad Company.							
*Little Schuylkill Navigation, Railroad, and Coal Company.	\$255,930 49	8 per cent.					
Mine Hill and Schuylkill Haven Railroad Company.	224,000 00	12 per cent. on \$1,700,000.	No regular passenger train owned by company.	233,286	No return.	No return.	1,516,952
Mount Carbon Railr'd Company.	16,000 00	About 6 per cent.	None	No return.	None	None	200,000
Northern Central Railroad Company.	277,935 06	None	183,465	218,384	195,153 way and through.	Included in preceeding.	375,179 75-100 way and through.
Northwestern Railr'd Company.							
North Pennsylvania Railroad Company.							
Pennsylvania Coal Company					None	None	550,000
Pennsylvania Railroad Co.	1,829,277 54	8 per cent.	680,464	1,183,566	173,793	1,144,914	171 972

\* Trains are run by the Catawissa, Williamsport, and Erie Railroad Company.

Pittsburg and Steubenville Railroad Company.							
Philadelphia, Germantown and Norristown Railroad	\$168,188, (excluding interest paid.)	12 per cent.	96,910	30,959	817,963	172,107	No return.
Philadelphia and Reading Railroad Company.	2,810,912 18	8 per cent. cash, and 4 per cent. stock.	169,632	1,165,940	277,617 way and through.	Included in preceding.	2,569,419 way and through.
Philadelphia, Wilmington, and Baltimore Railroad Company.	\$510,576 88, (exclusive of interest paid.)	4 per cent.	340,666	125,109	110,100	542,903	6,799
Sunbury and Erie Railroad Company.							
Tyrone and Clearfield Railroad Company.							
West Chester Railroad Company.	7,000 00	4 per cent.	17,236	Attached to passenger trains.	33,966	42,769	8,492
Wrightsville, York, and Gettysburg Railroad Company.	18,022 05	4 per cent.	13 685	13,810	25,882 way and through.	Included in preceding.	45,014 way and through.
Williamsport and Elmira Railroad Company.							
Philadelphia and Trenton Railroad Company.							
Lackawanna and Bloomsburg Railway.							



*Railroad Statistics of the United States—Pennsylvania—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons of freight carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Alleghany Valley Railroad Company.	.....	.....	.....	20 miles per hour.	15 miles per hour.	None .....	Two .....
Barclay Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Beaver Meadow Railroad and Coal Company.	No return .....	No return.....	No return.....	9 miles per hour, being attached to the freight trains.	9 miles per hour.	Two .....	None .....
Carbon Run Improvement Company.	.....	.....	.....	.....	.....	.....	.....
Chester Valley Railroad Company.	.....	.....	.....	20 miles per hour.	10 miles per hour.	None .....	None .....
Catawissa, Williamsport, and Erie Railroad Company.	40, 301	4,995,977 passengers carried one mile.	4,142,747 tons carried one mile.	22 $\frac{3}{4}$ miles per hour.	9 1-5 miles per hour.	One .....	One .....
Columbia and Philadelphia Railroad.	341, 489	13, 641, 023 passengers carried one mile.	30, 998, 862 tons carried one mile.	26 miles per hour.	12 miles per hour.	Five.....	Twenty...
Cumberland Valley Railroad Company.	53, 635	2,120,676 passengers carried one mile.	2,282,086 tons carried one mile.	25 miles per hour.	15 miles per hour.	None .....	None .....
Delaware and Hudson Canal Company.	.....	.....	.....	.....	.....	.....	.....
Franklin Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Hanover Branch Railroad Company.	Included in preceding.	No return.....	No return.....	18 miles per hour.	Attached to passenger trains.	None .....	None .....
Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company.	41, 944	5,243,954 passengers carried one mile.	11, 075, 624 tons carried one mile.	22 $\frac{1}{2}$ miles per hour.	10 miles per hour.	None .....	None .....

Huntingdon and Broad Top Railroad and Coal Company.							
Lebanon Valley Railroad Company.							
Lancaster, Lebanon, and Pine Grove Railroad Company.							
Lehigh Valley Railroad Company.							
Little Schuylkill Navigation, Railroad, and Coal Company.				24 miles per hour.	10 miles per hour.	None	Two
Mine Hill and Schuylkill Haven Railroad Company.	17,924	No return	18,418,512 tons carried one mile.		8 miles per hour.	No return.	No return.
Mount Carbon Railroad Company.	None	None	600,000 tons one mile.	None	No return.		
Northern Central Railroad Company.	Included in preceding.	No return	No return	21 miles per hour.	12 miles per hour.	Two	None
Northwestern Rail'd Company.							
North Pennsylvania Railroad Company.							
Pennsylvania Coal Company.	150,000	None	24,295,000 tons of freight carried per mile.	None	10 miles per hour.	None	None
Pennsylvania Railroad Company.	193,034	36,694,983 passengers carried one mile.	72,233,533 tons carried per mile.	25 miles per hour.	10 miles per hour.	No return.	28 in all.
Pittsburg and Steubenville Railroad Company.							
Philadelphia, Germantown, and Norristown Railroad Company.	No return	6,792,601 passengers carried one mile.	No return	20 miles per hour.	10 miles per hour.	No return.	No return.
Philadelphia and Reading Railroad Company.	Included in preceding.	10,399,446 passengers carried one mile.	206,757,817 tons carried one mile.	25 miles per hour.	Coal 10 miles per hour, freight 15 miles per hour.	Twenty-nine.	Seven.
Philadelphia, Wilmington, and Baltimore Railroad Company.	121,890	27,355,328 passengers carried one mile.	4,289,665 tons carried one mile.	25 miles per hour, express; 20 miles accommodation.	12 miles per hour.	None	Twelve.



**DELAWARE.**

Corporate name of company.	Date of charter.	Commenced.	Completed, or, if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
New Castle and Wilmington Railroad Company.	1840.....	May, 1852.....	December, 1852 ...	New Castle and Wilmington.	4.66 miles.....	None .....	\$93,000 00
Delaware Railroad Company.	No return.....	1852.....	Not completed; will be finished January 1, 1857.	Junction on New Castle and Frenchtown R. R. to Seaford; branch to Milford.	71 miles main; 8 miles branch.	...do.....	Estimated \$1,000,000.
* New Castle and Frenchtown Railroad Company.	.....	.....	.....	New Castle and Frenchtown	16 miles .....	.....	.....

\* Statistics of the road could not be obtained.

*Railroad Statistics of the United States—Delaware—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of the operating expenses, including repairs.	Annual rate and amount of interest paid.
* New Castle and Wilmington Railroad Company.	\$136,000 00	None .....	None .....	Nothing .....	.....	.....	.....
† Delaware Railroad Company.	209,000 00	\$600,000 00	\$15,000, with equal credits due company.	\$600,000 00	.....	.....	.....
New Castle and Frenchtown Railroad Company.	.....	.....	.....	.....	.....	.....	.....

\* Leased and operated by the Philadelphia, Wilmington, and Baltimore Railroad Company, at seven per cent. interest on the cost of the road; statistics cannot, therefore, be furnished.

† The road is now finished and in operation, except the Milford branch, but sufficient time has not yet elapsed to furnish the running statistics.

*Railroad Statistics of the United States—Delaware—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
New Castle and Wilmington Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Delaware Railroad Company.	.....	.....	.....	.....	.....	.....	.....
New Castle and Frenchtown Railroad Company.	.....	.....	.....	.....	.....	.....	.....

*Railroad Statistics of the United States—Delaware—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent No. of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent No. of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
New Castle and Wilmington Railroad Company.	.....	.....	.....	21 miles per hour.	12 miles per hour.	None .....	None .....
Delaware Railroad Company.	.....	.....	.....	do .....	do .....	do .....	do .....
New Castle and Frenchtown Railroad.	.....	.....	.....	.....	.....	.....	.....

*Railroad Statistics of the United States.*

MARYLAND.

Corporate name of company.	Date of charter.	Commenced.	Completed, or, if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Annapolis and Elk Ridge Railroad Company.	March 21, 1837.	July, 1838.....	Dec. 26, 1840.....	Annapolis city, and junction on Washington branch R. R., 18 miles from Baltimore.	20½ miles.....	None .....	\$442,000 00
Metropolitan Railroad Company.	May 5, 1853...	April 10, 1854..	Not completed; uncertain when it will be.	Georgetown, D. C., and Hagerstown, Md.	76 miles.....	None .....	3,715,000 00
* Northern Central Railroad. Baltimore and Ohio Railroad Company.	Feb. 28, 1927..	July 4, 1827 ..	The main stem was opened to Wheeling January, 1853; the branch to Washington in July, 1835.	Baltimore and Wheeling of main stem; the branches to Washington, D. C., and Frederick, Md.	Main stem, 379 miles; Washington branch, 30 miles; Frederick branch, 4 miles.	100 miles, besides 59 miles sidings.	Main stem, \$23,304,726 08; W. branch, \$1,650,000—\$24,954,726 08.
Maryland and Delaware Railroad Company.	March 19, 1854.	Dec. 27, 1855..	Not completed; expected to be to Oxford in 1857.	Smyrna, Del., to Oxford, Md., and Potomac river, at Hoo's Ferry; branch to Centreville.	Smyrna to Oxford, 53½ miles; to Potomac river, 20 mls.; from Boonsboro' to Centreville, 9 miles.	None .....	Smyrna to Oxford, \$830,000; to Potomac river, \$400,000; branch, \$135,000—\$1,365,000.

\* The statistics of this road can be found under the same name in the Pennsylvania table.

*Railroad Statistics of the United States—Maryland—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of the operating expenses, including repairs.	Annual rates and amount of interest paid.
Annapolis and Elk Ridge Railroad Company.	\$353,000 00	\$73,300 00	None .....	\$73,300 00	\$17,832 26	\$13,992 30	No return.....
* Metropolitan Railroad Company.	50,000 00	.....	.....	.....	.....	.....	.....
Northern Central Railroad.	.....	.....	.....	.....	.....	.....	.....
Baltimore and Ohio Railroad Company.	13,118,902 00	9,754,939 73	None .....	9,754,939 73	Main stem, \$4,385,951 87; Washington branch, \$444,220 09 —\$4,830,171 96.	Main stem, \$2,384,779 54; Washington branch, \$208,226 15 —\$2,593,005 69.	6 per cent., (\$765,296 40 paid, including interest on \$3,000,000 preferred stock.)
† Maryland and Delaware Railroad Company.	44,000 00	.....	.....	.....	.....	.....	.....

\* Road is not finished, and proceedings suspended for the present as to completion.

† Road now under construction.



*Railroad Statistics of the United States—Maryland—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per mile.
Annapolis and Elk Ridge Railroad Company.	\$3,839 96	None	28,000	14,000	14,824	7,306	No return...
Metropolitan Railroad Company.							
Northern Central Railroad.							
Baltimore and Ohio Railroad Company.	Main stem, \$2,001, 172 33; Washington branch, \$235, 943 94—\$2,237, 116 27.	6 per cent. on main stem; 9 per cent. on Wash. branch	Main stem, 662, 808; Washington branch, 104,790—767,598.	Main stem, 3,130, 543; Washington branch, 77,616—3,208,159.	Main stem, 31, 642; Washington branch, 201, 861—233,503.	Main stem, 275, 072; Washington branch, 120, 902—395,974.	205,765
Maryland and Delaware Railroad Company.							

*Railroad Statistics of the United States—Maryland—Continued.*

Corporate name of company.	No. of tons of way freight.	Mileage of passengers carried during the year, or the equivalent No. of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent No. of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Annapolis and Elk Ridge Railroad Company.	No return.....	No return.....	No return.....	20 miles per hour.	12 miles per hour.	None .....	None .....
Metropolitan Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Northern Central Railroad.	.....	.....	.....	.....	.....	.....	.....
Baltimore and Ohio Railroad Company.	Coal, 466,013; miscellaneous, 162,178—628,191.	Main stem, 28,184,141; Wash. branch, 8,172,933—36,357,073 passengers carried one mile.	194, 019, 210	23 miles per hour.	10½ miles per hour	Nine.....	None .....
Maryland and Delaware Railroad Company.	.....	.....	.....	.....	.....	.....	.....

## Railroad Statistics of the United States.

## VIRGINIA.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of main road and branches.	Length of double track, if any.	Cost of the road completed, or estimated if not completed.
Alexandria, Loudoun, and Hampshire Railroad Company.	March 15, 1853.	February, 1855.	Not yet certified, expected to be finished in 1860.	Alexandria and Piedmont, Hampshire county.	170 miles.....	None .....	Estimated at \$8,000,000 .....
Manasses Gap Railroad Company.	March 11, 1850.	Sept. 1, 1850...	75 miles completed, and remainder under construction.	Alexandria and Harrisonburg; main. Harper's Ferry, Front Royal, branches.	Main road, 139 miles; Harper's Ferry, 43 miles; Front Royal 1 mile.	.... do .....	Estimated at \$5,000,000.....
Norfolk and Petersburg Railroad Company.	March 17, 1851.	1854.....	Expected to be in 1857.	Norfolk city and Petersburg.	30 miles.....	.... do .....	\$1,600,000.....
Orange and Alexandria Railroad Company.	March 27, 1848.	March 4, 1850..	To Gordonsville in 1854, Lynchburg is expected to be in 1858.	Alexandria and Lynchburg; branch to Warrenton.	88½ miles finished, 80 miles in course of construction, 8 mile branch finished.	.... do .....	Estimated at \$4,528,066 20.
Petersburg Railroad Company.	Feb. 10, 1830..	1831.....	1833.....	Main road, Petersburg and Weldon, N. C. Branch from Hicksford to Gaston, N. C.	Main road, 64 miles; branch road, 18 miles.	.... do .....	\$1,113,581 69..
Richmond and Danville Railroad Company.	March 9, 1847..	Jan. 31, 1848...	May 15, 1856.....	Richmond and Danville.	142 miles.....	.... do .....	\$3,341,362 41, including cost of rolling stock....
Richmond, Fredericksburg, and Potomac Railroad	Feb. 25, 1834..	Jan. 15, 1835...	To Fredericksburg, January 23, 1837; to Potomac river, Sept. 30, 1842.	Richmond and the Potomac river.	75½ miles.....	.... do .....	\$2,000,000.....

Richmond and Petersburg Railroad Company.	March 14, 1836.	1836.....	September, 1838...	Richmond and Petersburg, branch to Port Walthal.	Main, 22 miles; Port Walthal branch, 3 miles.	\$1,167,000 82
Richmond and York River Railroad Company.	Jan. 31, 1853 ..	February, 1855.	Not completed; time when, not known.	Richmond city and West Point on York river.	38.3 miles.....	1,056,528 00
Seaboard and Roanoke Railroad Company.	Feb. 27, 1846..	October, 1850..	November, 1851....	Portsmouth, Va., and Weldon, N. C.	80 miles.....	1,301,527 00
Southside Railroad Company.	March 5, 1846..	October, 1849..	November, 1854....	Petersburg and Lynchburg; City Point branch.	123 miles, main; 10 miles branch.	3,700,000 00
Virginia and Tennessee Railroad Company.	March 6, 1849..	Jan. 16, 1850 ..	Expected to be in October, 1856.	Lynchburg to Bristol on Tennessee State line; branch from Pushmataha to a point above Saltville.	Main, 204 miles; Saltwork branch, 9½ miles.	6,000,000 00
Virginia Central Railroad Company.	Feb. 18, 1836..	1836.....	Finished and open 180 miles; remainder by July 1, 1858.	Richmond and Covington.	206 miles .....	5,000,000 00 Estimated.
Winchester and Potomac Railroad Company.	1830.....	1832.....	1836.....	Winchester and Harper's Ferry.	32 miles .....	689,415 95

*Railroad Statistics of the United States—Virginia—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates amount of interest paid.
*Alexandria, Loudoun, and Hampshire Railroad Company.	\$310,000 00	None.....	None.....	.....	.....	.....	.....
Manassas Gap Railroad Company.	2,557,185 47	\$98,500 00	.....do.....	\$98,500 00	\$100,112 25	\$61,169 13	No return.....
†Norfolk and Petersburg Railroad Company.	1,325,000 00	None.....	.....do.....	Nothing.....	.....	.....	.....
Orange and Alexandria Railroad Company.	1,681,527 84	698,558 44	\$196,934 23	895,542 67	276,639 02	137,816 69	6 per ct. on funded debt, 7½ per cent. on floating debt, (\$47,084 paid, including that on preferred stock.)
Petersburg Railroad Company.	883,200 00	67,511 88	90,989 98	158,501 86	263,874 18	167,575 96	6 per ct. (\$9,111 66 paid.)
Richmond and Danville Railroad Company.	1,975,020 00	600,000 00	60,163 00	1,260,163 93, including debt due State of Virginia.	No return.....	No return.....	6 per cent. ....
Richmond, Fredericksburg, and Potomac Railroad Company.	1,000,000 00	717,362 51	116,140 05	833,502 56, (less 238,288 assets.)	250,000 00	120,000 00	6 per cent. (\$35,093 28 paid.)
Richmond and Petersburg Railroad Company.	786,000 00	219 908 00	36,140 69	236,048 69	153,896 38	78,713 03	6 per cent. (\$15,025 25 paid.)
†Richmond and York River Railroad Company.	279,476 21	None.....	None.....	Nothing.....	.....	.....	.....
Seaboard and Roanoke Railroad Company.	644,000 00	435,000 00	82,621 00	517,621 00	173,723 00	107,475 00	7 per ct. on bonds, 6 per cent. on floating debt.

Southside Railroad Company.	1,371,700 00	1,725,000 00	167,876 61	1,892,876 00	252,477 96	170,707 25	6 per cent. and 7 per cent.; about \$120,000 paid.
§ Virginia and Tennessee Railroad Company.	2,897,564 95	1,139,000 00	558,339 58	2,697,339 58, (including 1,000,000 loaned by State of Virginia.)	255,920 25	123,590 85	6 per cent. ....
Virginia Central Railroad Company.	2,800,666 83	1,251,248 68	127,400 24	1,378,648 92	379,366 03	206,974 99	6 per cent. ....
Winchester and Potomac Railroad Company.	300,000 00	120,000 00	16,000 00	\$136,000, (with \$5,000 to be paid yearly to the State.)	About \$75,000	About \$45,000	7 per cent. ....

\* Road not finished, and no part yet in operation; construction progressing.

† Road not yet finished, and no part in operation, but is rapidly approaching completion.

‡ Road not completed; no part thereof yet in operation.

§ The following statistics are given from the operations on 130 miles of road to September, 1855.

*Railroad Statistics of the United States—Virginia—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger train per year.	No. of miles run by freight train per year.	No. of through passengers per annum	No. of way passengers per year.	No. of tons of through freight per year.
Alexandria, Loudoun, and Hampshire Railroad Company.							
Manassas Gap Railroad Company.	\$38,943 12	None; the earnings applied to extending the road.	43,291	49,015	15,884	9,034	29,977
Norfolk and Petersburg Railroad Company.							
Orange and Alexandria Railroad Company.	138,822 33	None; the net earnings being applied to extending road to Lynchburg.	138,969	40,181	23,084	57,703	No return.....
Petersburg Railroad Company.	96,298 22	3 per cent., balance of profits applied to reduction of debt.	99,924	75,120	59,370 way and through.	Included in preceeding.	No return.....
*Richmond and Danville Railroad Company.							
Richmond, Fredericksburg, and Potomac Railroad Company.	130,000 00	7 per cent. ....	135,920	20,000	50,000	10,000	2,500
Richmond and Petersburg Railroad Company.	75,183 35	5 per cent. ....	36,946	43,104	84,638	2,457	56,731
Richmond and York River Railroad Company.							
Seaboard and Roanoke Railroad Company.	66,248 00	None, except 7 per cent. on \$225,000 guaranteed stock.	53,324	63,172	10,370	20,246	12,457

Southside Railroad Company.	81,770 71	None .....	71,324	53,117	62,163, way and through.	Included in preceding.	No return.....
Virginia and Tennessee Railroad Company.	126,330 40	..... do.....	82,777	76,787	2,569	58,419	28,836 $\frac{1}{2}$ , way and through.
	Being net $3\frac{1}{2}$ per cent. upon cost of road then in operation.						
Virginia Central Railroad Company.	162,391 04	6 per cent. earned on cost of working portion of road, but profits are applied to extending the road.	258,102, passenger and freight.	Included in preceding.	5,945	81,396	61,119, way and through.
Winchester and Potomac Railroad Company.	About \$25,000	No return; the stockholders have been paid back in dividends half the amount of their stock.	20,000	15,000	22,324, way and through.	Included in preceding.	25,581, way and through.

\* The road has not been completed and in operation long enough to furnish satisfactory working statistics.



*Railroad Statistics of the United States—Virginia—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Alexandria, Loudoun, and Hampshire Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Manassas Gap Railroad Company.	1,200	386,551 passengers carried one mile.	1,128,335 tons carried one mile.	20 miles per hour.	10 miles per hour.	None.....	None.....
Norfolk and Petersburg Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Orange and Alexandria Railroad Company.	No return.....	3,382,445 passengers carried one mile.	No return.....	25 miles per hour.	10 miles per hour.	None.....	None.....
Petersburg Railroad Company.	No return.....	No return.....	No return.....	21 miles per hour.	8 miles per hour.	.....do.....	.....do.....
Richmond and Danville Railroad Company.	.....	.....	.....	23 miles per hour.	14 miles per hour.	.....do.....	.....do.....
Richmond, Fredericksburg, and Potomac Railroad Company.	10,000	1,073,052 passengers carried one mile.	32,894 tons carried one mile.	20 miles per hour.	10 miles per hour.	.....do.....	.....do.....
Richmond and Petersburg Railroad Company.	1,354	1,962,519 passengers carried one mile.	1,528,043 tons carried one mile.	20 miles per hour.	10 miles per hour.	2	None....
Richmond and York River Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Seaboard and Roanoke Railroad Company.	18,250	1,344,919 passengers carried one mile.	1,726,560 tons carried one mile.	25 miles per hour.	12 miles per hour.	None.....	None.....
Southside Railroad Company.	No return.....	No return.....	No return.....	20 miles per hour.	.....do.....	1	.....do.....

Virginia and Tennessee Railroad Company.	Included in preceding.	2,627,000 passengers carried one mile.	2,125,894 tons carried one mile.	.....do.....	.....do.....	2	2
Virginia and Central Railroad Company.	.....do.....	No return.....	No return.....	25 miles per hour.	15 miles per hour.	1	None .....
Winchester and Potomac Railroad Company.	.....do.....	336,642 passengers carried one mile.	.....do.....	16 miles per hour.	10 miles per hour.	None .	.....do.....

*Railroad Statistics of the United States.*

NORTH CAROLINA.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Atlantic and North Carolina Railroad Company.	1853.	March 16, 1855.	Not completed; expected to be finished in January 1858.	Beaufort Harbor and Goldsborough; branch to Newbern and Carolina City.	95 miles; branches one mile each.	5 miles. ....	Estimated \$1,800,000 00
Fayetteville and Western Railroad Company.	Dec. 24, 1852..	Sept. 1, 1855..	Expected to be Sep. 1857.	Chatham and Fayetteville North Carolina Railroad Company.	42 miles to Chatham; 95 miles to N. C. Railroad.	None. ....	Not fully estimated.
North Carolina Railroad Company.	Jan. 27, 1849..	July 11, 1851..	January 30, 1856...	Charlotte and Goldsboro'.	Main road 223 miles.	None, except sidings.	4,350,000 00
Raleigh and Gaston Railroad Company.	1851.	October, 1851.	October, 1852. ....	Raleigh and Weldon.	97 miles. ....	None. ....	1,162,000 00
Western North Carolina Railroad Company.	March 17, 1855.	March, 1856...	Not completed; not known when will be.	Salisbury and Morgan town.	75 miles. ....	None. ....	Estimated 1,800,000 00
Wilmington, Charlotte, and Rutherford Railroad Company.	Feb. 14, 1855..	1856.	Expected to be finished in 1861.	Wilmington and Rutherford.	270 miles. ....	None. ....	Estimated 4,500,000 00
Wilmington and Manchester Railroad Company.	1846.	1848.	1854.	Wilmington, N. C., and Kingville, N. C.	171 miles. ....	None. ....	2,280,000 00
Wilmington and Weldon Railroad Company.	1835.	March 14, 1836.	March 7, 1840. ....	Wilmington and Weldon.	162 miles. ....	None, except sidings.	2,500,000 00

*Railroad Statistics of the United States—North Carolina—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
Atlantic and North Carolina Railroad company.*	\$709,212 94	None. ....	\$66,720 65	.....	.....	.....	.....
Fayetteville and Western Railroad Company.†	30,000 00	None. ....	None. ....	.....	.....	.....	.....
North Carolina Railroad Company.‡	4,000,000 00	None. ....	200,000 00	\$200,000 00	To June 30, 1856, 230,000 00	\$108,000 00	No returns .....
Raleigh and Gaston Railroad Company.	973,000 00	\$100,000 00	None. ....	100,000 00	193,000 00	92,000 00	6 per cent, (\$6,000 paid.)
Western North Carolina Railroad Company.§	First instalment paid; amount not returned.	.....	.....	.....	.....	.....	.....
Wilmington, Charlotte, and Rutherford Railroad Company.	225,000 00	None. ....	None. ....	.....	.....	.....	.....
Wilmington and Manchester Railroad Company.	1,115,000 00	993,000 00	300,000 00	1,293,000 00	419,075 22	211,089 64	6 and 7 per cent, (86,621 70 paid.)
Wilmington and Weldon Railroad Company.	1,340,213 21	916,222 23	121,817 81	1,038,040 04	475,893 64	273,895 70	6 per cent (\$60,000 paid.)

\* Road in progress of construction; no part yet in operation.

† Road not yet finished.

‡ These statistics are only for five months, being the time the road was in operation to June 30, 1856.

§ Road under construction; 25 miles expected to be finished to Statesville, July 1, 1857.

|| Road under construction; no portion finished or in operation.

*Railroad Statistics of the United States—North Carolina—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per the year.	No. of tons of through freight for the year.
Atlantic and North Carolina Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Fayetteville and Western Railroad Company.	-----	-----	-----	-----	-----	-----	-----
North Carolina Railroad Company.	\$122,000 00	None. ....	163,000	65,000	51,190 way and through.	Included in preceding.	40,000 way and through.
Raleigh and Gaston Railroad Company.	101,000 00	6 per cent. ....	73,000	92,000	31,025 way and through.	do. ....	420,000 way and through.
Western North Carolina Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Wilmington, Charlotte, and Rutherford Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Wilmington and Manchester Railroad Company.	207,985 58	-----	249,660	60,000	32,819	45,716	800
Wilmington and Weldon Railroad Company.	201,898 09	7 per cent. ....	246,520	175,000	35,329	72,970	No return. ....

*Railroad Statistics of the United States—North Carolina—Continued.*

Corporate name of company.	No. of tons of way freight for the year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for the year.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Atlantic and North Carolina Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Fayetteville and Western Railroad Company.	-----	-----	-----	-----	-----	-----	-----
North Carolina Railroad Company.	Included in preceding.	2,006,000 passengers carried one mile.	3,200,000 tons freight carried one mile.	20 miles per hour.	12 miles per hour.	2	4
Raleigh and Gaston Railroad Company.	....do.....	3,102,500 passengers carried one mile.	21,000,00 tons carried one mile.	25 miles per hour.	....do.....	None. ....	None. ....
Western North Carolina Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Wilmington, Charlotte, and Rutherford Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Wilmington and Manchester Railroad Company.	75,000 00	No return.....	No return. ....	20 miles per hour.	10 miles per hour.	2	None. ....
Wilmington and Weldon Railroad Company.	No return. ....	....do.....	....do.....	30 miles per hour.	12 miles per hour.	None. ....	6

*Railroad Statistics of the United States.*

**SOUTH CAROLINA.**

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and of branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Blue Ridge Railroad Company.	December, 1852..	November, 1853	Expected to be in 1860.	Anderson, S. C., and Knoxville, Tenn.	196 miles. ....	None .....	\$6,000,000 00 (estimated.)
Charleston and Savannah Railroad Company.	Dec. 20, 1853....	Jan. 25, 1856..	Expected to be in July, 1858.	Charleston and Savannah.	102 miles .....	..do.....	1,500,000 00 (estimated.)
Charlotte and South Carolina Railroad Company.	Dec. 18, 1846....	1847.....	Oct. 22, 1852....	Columbia, S. C., and Charlotte, N. C.	110 miles .....	..do.....	1,730,000 00
Cheraw and Darlington Railroad Company.	Dec. 19, 1849....	January, 1853..	Nov. 20, 1855....	Cheraw and Florence.	40 miles .....	..do.....	600,000 00
Greenville and South Carolina Railroad Company.	December, 1846..	1848.....	Dec. 9, 1853 ....	Columbia and Greenville main, Abbeville branch, Anderson branch.	143 miles, Abbeville branch 11 $\frac{1}{2}$ miles, Anderson branch 9 $\frac{1}{4}$ miles.	..do.....	2,300,000 00
King's Mountain Railroad Company.	Dec. 19, 1848....	February, 1851.	Sept. 7, 1852 ....	Yorkville and Chasterville.	22 $\frac{1}{2}$ miles. ....	..do.....	196,230 47
Laurens Railroad Company.	December, 1849..	1850.....	April, 1854.....	Laurens and Newberry	32 miles .....	..do.....	213,476 34
Northeastern Railroad Company of South Carolina.	Dec. 16, 1851....	May, 1853.....	Expected to be finished in 1857.	Charleston & Florence, on the Wilmington & Manchester railroad.	102 miles .....	..do.....	1,700,000 00
South Carolina Railroad Company.	The companies composing this road were consolidated in 1844.	No return.....	Hamburg Co. 1834 Columbia, 1842.. Camden, 1849....	Charleston & Augusta main, branches to Columbia and Camden.	Main road..... 136 Columbia ..... 68 Camden ..... 33 ----- 242	..do.....	7,298,977 20
Spartanburg and Union Railroad Company.	Dec. 17, 1847....	January, 1853..	Expected to be finished in 1857.	Spartanburg & Union.	67 miles .....	..do.....	1,202,571 20

*Railroad Statistics of the United States—South Carolina—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
Blue Ridge Railroad Company.*	\$875,000 00	\$158,000 00	None. ....	\$158,000 00	.....	.....	.....
Charleston and Savannah Railroad Company.*	96,910 00	None .....	do.....	Nothing.....	.....	.....	.....
Charlotte and South Carolina Railroad Company.	1,350,000 00	380,000 00	do.....	380,000 00	\$291,219 84	\$152,374 01	7 per cent .... (\$26,600 paid.)
Cheraw and Darlington Railroad Company.	400,000 00	150,000 00	75,000 00	225,000 00	No return....	No return.....	7 per cent.....
Greenville and South Carolina Railroad Company.	1,347,461 96	856,500 00	230,000 00	1,086,500 00	300,000 00	150,000 00	do.....
Kings' Mountain Railroad Company.	203,200 00	None .....	None. ....	None. ....	21,955 49	9,339 72	do. ....
Laurens Railroad Company	165,670 00	38,500 00	78,556 00	117,056 00	23,233 00	12,000 00	do. ....
Northeastern Railroad Company of South Carolina.†	800,242 10	93,500 00	None. ....	93,500 00	.....	.....	.....
South Carolina Railroad Company.	4,179,205 50	2,979,639 65	421,301 52	3,400,941 17 (\$727,281 57 assets.)	1,585,991 54	Ordinary, 607,993 03 Extraordi'y, 94,639 34	6 per cent. ....
						702,592 37	
Spartanburg and Union Railroad Company.	650,733 00	500,000 00	171,462 30	671,000 00	No return....	No return.....	7 per cent.....

\* Road now under construction, no part completed.

† Road has not been in operation long enough to furnish annual working statistics.



*Railroad Statistics of the United States—South Carolina—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Blue Ridge Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Charleston and Savannah Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Charlotte and South Carolina Railroad Company.	\$138,845 75	6 per cent. ....	66,700	101,190	33,966 way through	Included in preceding.	No return. ....
Cheraw and Darlington Railroad Company.	No return. ....	None. ....	return .....	No return .....	No return. ....	No return .....	do .....
Greenville and South Carolina Railroad Company.	150,000 00	do .....	120,000	200,000	42,000 way through.	do .....	do .....
Kings' Mountain Railroad Company.	12,565 77	5 per cent. ....	15,000	15,500	6,346	4,234	3,573
Laurens Railroad Company	11,223 00	7 per cent. ....	9,984	5,000	3,500	1,925	No return. ....
Northeastern Railroad Company of South Carolina.	.....	.....	.....	.....	.....	.....	.....
South Carolina Railroad Company.	833,399 17	8½ per cent. ....	183,820	530,846	35,882	116,137	236,000
Spartanburg and Union Railroad Company.*	.....	.....	.....	.....	.....	.....	.....

\* Road not in operation long enough to furnish statistics of operations.

*Railroad Statistics of the United States—South Carolina—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Blue Ridge Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Charleston and Savannah Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Charlotte and South Carolina Railroad Company.	No return.....	1,560,317 passengers carried one mile.	No return.....	18 miles per hour.	10 miles per hour.	One .....	Four .....
Cheraw and Darlington Railroad Company.	....do.....	No return.....	....do.....	15 miles per hour.	....do.....	..do.....	None .....
Greenville and South Carolina Railroad Company.	....do.....	2,878,488 passengers carried one mile.	....do .....	....do.....	....do.....	None .....	Four.....
Kings' Mountain Railroad Company.	2,000	185,515 passengers carried one mile.	100,392 tons carried one mile.	18 miles per mile.	16 miles per hour.	..do.....	None .....
Laurens Railroad Company	No return.....	No return.....	No return.....	15 miles per hour.	12 miles per hour	..do.....	One .....
Northeastern Railroad Company of South Carolina.	.....	.....	.....	....do.....	....do.....	One .....	None .....
South Carolina Railroad Company.	47,200	18,360,000 passengers carried one mile.	32,196,000 tons carried one mile.	20 miles per hour.	10 miles per hour.	None .....	Seven .....
Spartanburg and Union Railroad Company.	.....	.....	.....	....do.....	....do.....	..do.....	Five.....

# *Railroad Statistics of the United States.*

## GEORGIA.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not comple'd.
Atlanta and Chattanooga railroad.	Not chartered, but owned by the State of Georgia, and operated by State.	1836.	1850.	Atlanta and Chattanooga.	138 miles-----	None -----	\$5,517,836 48
Atlanta and LaGrange Railroad Company.	December, 1847--	Aug., 1849 ----	May, 1854-----	Atlanta and West Point.	86½ miles-----	None -----	1,200,000 00
Augusta and Savannah Railroad Company.	1838.	1850.	March, 1854-----	Augusta and Millen.	53 miles-----	None -----	1,100,000 00
Brunswick and Florida Railroad Company.	Dec. 24, 1836----	Oct. 27, 1855 --	Expected to be completed in 1858.	Brunswick and the junction of Flint and Chatahoochee rivers. Branch to Florida line at Albany.	Main road 110.5 miles; branch's 128 miles.	None -----	Main road esti'd \$3,000,000.
Central Railroad and Banking Company of Georgia.	December, 1835--	October, 1836--	November, 1843----	Macon and Savannah	192 miles -----	None -----	3,694,210 00
Milledgeville and Gordon Railroad Company.	1837.	1850.	1852.	Milledgeville & Gordon.	17 miles-----	None -----	200,000 00
Eatonton Branch Railroad Company.	1850.	1851.	1853.	Milledgeville and Eatonton.	22 miles-----	None -----	200,000 00
Georgia Railroad and Banking Company.	No return-----	1835.	1845.	Augusta & Atlantic. Athens, Washington, and Warrington branches.	Main road 171 miles. Athens br'h 39, Washington branch 17, Warrenton bra'h 4 miles.	None -----	4,174,491 94

Macon and Western Railroad Company.	1833.	1835.	October, 1846.....	Macon and Atlanta.	103 miles.....	None .....	1,500,000 00
Rome and Kingston Railroad Company.	1837.	January, 1847..	December, 1848 ----	Rome and Kingston.	20 miles.....	None .....	140,000 00
Savannah, Albany, and Gulf Railroad Company.	Dec. 25, 1847-----	June 15, 1854--	20 miles completed and open; 52 will be open in 1857; remainder of road not known when.	Savannah & Albany. Bra'h is constructing to connect with the Atlantic and Gulf railroad.	191 miles main, 18½ miles br.	None .....	Estimated at \$4,000,000 00.
Southwestern Railroad Company.	Dec. 27, 1845-----	1847.	Not completed. Expected to be finished in 1859.	Macon and Americus. Branch to Butler.	70 miles main, 22 miles bra'h, which is now completed.	None .....	Estimated at \$3,034,539 52.

*Railroad Statistics of the United States—Georgia—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amo't of operating expen's, including repairs	Annual rate and amount of interest paid.
Atlanta and Chattanooga railroad.	\$5,517,836 48	None -----	None -----	None -----	\$871,000 00	\$420,302 32	No return as to rate. (\$9,115 p'd.)
Atlanta and LaGrange Railroad Company.	1,000,000 00	\$199,000 00	None -----	\$199,000 00	278,123 74	104,343 00	7 per cent. -----
Augusta and Savannah Railroad Company.	731,600 00	298,500 00	None -----	298,500 00	110,000 00	57,000 00	7 per ct. (\$20,895 paid.)
*Brunswick and Florida Railroad Company.	500,000 00	300,000 00	\$20,000 00	320,000 00	29 miles of track laid out, but no business yet done.	-----	-----
Central Railroad and Banking Company of Georgia.	3,900,000 00	251,767 00	None -----	251,767 00	The 2 following roads are leased by this road, and the receipts of the whole \$1,428,682 99.	†689,028 71	7 per ct. (\$17,700 paid.)
Milledgeville and Gordon Railroad Company.	175,000 00	None -----	None -----	-----	-----	-----	None -----
Eatonton Branch R.R. Co.	175,000 00	32,000 00	None -----	32,000 00	-----	-----	7 p.c. (\$2,240 p'd.)
Georgia Railroad and Banking Company.	4,000,000 00	None -----	None -----	Nothing for building or furnishing road.	1,068,202 39	517,852 24	-----
Macon and Western Railroad Company.	1,371,000 00	129,000 00	None -----	129,000 00	350,000 00	155,000 00	7 per ct. (\$9 030 paid.)
Rome and Kingston Railroad Company.	140,000 00	None -----	Nothing -----	None -----	35,000 00	17,500 00	None -----
†Savannah, Albany, and Gulf Railroad Co.	731,949 73	10,200 00	None -----	10,200 00	-----	-----	-----
Southwestern Railroad Company.	1,120,000 00	414,000 00	None -----	414,000 00	353,092 56	150,827 31	7 per cent. -----

\* Road but partially completed; no business yet done.  
are leased and run by the Georgia Central.

† These statistics embrace the working of this road, and the two subsequent, which  
‡ Road not finished; no part yet in operation.

*Railroad Statistics of the United States—Georgia—Continued.*

Corporate name of company.	Net annual profits.	Dividend.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Atlanta and Chattanooga railroad.	\$490,697 68	None declared as the surplus, (near 9 per cent.) is paid into the treasury.	201,480	402,960	28,092	68,387	No return.....
Atlanta and La Grange Rail Road Company.	173,780 74	8 per cent.....	126,290	84,194	41,581	20,671	No ret ----
Augusta and Savannah Railroad Company.	53,000 00	No return .....	85,000	Connected to passenger train.	24,000	12,000	No return ....
Brunswick and Florida Railroad Company.							
Central Railroad and Banking Company of Georgia.	739,654 28	10 per cent.....	475,107	677,197	11,195	75,834	170,680
Milledgeville and Gordon Railroad Company.		7 per cent.....					
Eatonton Branch Railroad Company.		7 per cent.....					
Georgia Railroad and Banking Company.	550,350 15	8 per cent.....	298,570	434,294	120,646, way & through.	Included in preceding.	No return.....
Macon and Weston Railroad Company.	195,000 00	10 per cent.....	75,000	149,285	14,200	34,664	40,140
Rome and Kingston Railroad Company.	17,500 00	8 per cent.....	13,140	6,570	10,000	No return.....	No return.....
Savannah, Albany, and Gulf Railroad Company.							
Southwestern Railroad Company.	202,265 15	8 per cent.....	101,776	70,523	33,096	37,709	65,000

*Railroad Statistics of the United States—Georgia—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent No. of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent No. of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of total casualties for the year.	No. of casualties not fatal for the year.
Atlanta and Chattanooga railroad.	No return.....	6,548,334 pas. carried 1 mile.	No return.....	20 miles per hour..	12 miles per hour.	None .....	None .....
Atlanta and La Grange Railroad Company.	No return.....	3,708,240 passengers carried one mile.	No return.....	16½ miles per hour..	8 3-5 miles per hour.	One .....	One .....
Augusta and Savannah Railroad Company.	No return.....	1,506,900 pas. carried 1 mile.	No return.....	23 miles per hour..	16 miles per hour.	One .....	None .....
Brunswick and Florida Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Central Rail'd and Banking Co. of Georgia.	38,690	Not returned..	Not returned.....	23 miles per hour..	12 miles per hour.	Two .....	None .....
Milledgeville and Gordon railroad Company.	.....	.....	.....	.....	.....	.....	.....
Eatonton Branch Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Georgia Railroad and Banking Company.	No return.....	No return.....	18,832,210 tons carried one mile.	22 miles per hour..	12 miles per hour.	None .....	None .....
Macon and Weston Railroad Company.	20,081	3,199,654 passengers carried one mile.	5,138,720 tons carried one mile.	20 miles per hour..	10 miles per hour.	None .....	None .....
Rome and Kingston Railroad Company.	No return.....	No return.....	No return.....	13 miles per hour..	10 miles per hour.	None .....	None .....
Savannah, Albany, and Gulf Railroad Co.	.....	.....	.....	.....	.....	.....	.....
Southwestern Railroad Company.	12,000	No return.....	No return.....	21 miles per hour..	12 miles per hour.	Four .....	None .....

*Railroad Statistics of the United States.*

**FLORIDA.**

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road & branches.	Length of the double track, if any.	Cost of the road completed; or estimated, if not completed.
Alabama and Florida Railroad Company.	January 8, 1853	April 12, 1856	Expected to be June 1, 1858.	Alabama and Florida boundary line and Pensacola.	45 miles.....	None .....	Estimated at \$944,000 00
Florida Railroad Company.	January 8, 1853	November 1855	Contracted to be finished Oct. 1, 1857.	Fernandina, on Atlantic; and Cedar Key, on the Gulf of Mexico.	140 miles.....	None .....	3,000,000 00
Florida, Atlantic, and Gulf Railroad Company.	Jan. 24, 1851	July 1, 1855	Expected to be completed early in 1858.	Jacksonville and Pensacola.	Part belonging to this company is the first 60 miles, to Alligator.	None .....	Estimated for 60 miles, 1,000,000 00
*Pensacola and Georgia Railroad Company.	January 8, 1852	March 1856	It is not known when the completion may be expected.	Pensacola bay to Apalachee river, Ga.; branches to Alligator and to White Bluff.	240 miles—main Alligator branch 30 miles; White Bluff branch 50 miles.	None .....	

\* 50 miles will be graded this year, and the road rapidly pushed to completion. No further statistics can be given.



*Railroad Statistics of the United States—Florida—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
◦Alabama and Florida Railroad Company.	\$52,300 00	None -----	None -----	Nothing -----			
†Florida Railroad Company.							
Florida, Atlantic, and Gulf Railroad Company.	40,000 00	None -----					State guaranties 7 per cent. on bonds for iron and equipment, when issued.
Pensacola and Georgia Railroad Company.							

◦ Road not completed. No part yet in operation.

† No further statistics furnished.

# Railroad Statistics of the United States—Florida—Continued.

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Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	Number of way passengers per year.	Number of tons of through freight per year.
Alabama and Florida Railroad Company.							
Florida Railroad Company.							
Florida, Atlantic, and Gulf Railroad Company.							
Pensacola and Georgia Railroad Company.							

\* No part of this road in operation yet.

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent No. of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent No. of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal catastrophes for the year.	No. of casualties not fatal for the year.
Alabama and Florida Railroad Company.							
Florida Railroad Company.							
Florida, Atlantic, & Gulf Railroad Company.							
Pensacola and Georgia Railroad Company.							

*Railroad Statistics of the United States.***ALABAMA.**

Corporate name of company.	Date of charter.	Commenced.	Completed; or, if not, when expected to be.	Termini of main road and branches.	Length of the main road & branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
Alabama and Mississippi River Railroad Co.	Febr'y 17, 1852	1853.	Not completed, and uncertain when it will be.	Selma, Alabama, and Mississippi State line.	88 miles. ....	None. ....	\$1,400,000
Alabama and Tennessee River Railroad Co.	March 4, 1848.	Nov., 1850.	Expected to be completed in 1858.	Selma and Gadsden.	167½ miles, (77 in operation.)	None. ....	Estimated 2,776,500
Mobile and New Orleans Railroad Company.	Dec. 24, 1851.	July, 1853.	Not completed; expected to be finished in 1861.	Mobile and N. Orleans	139 miles. ....	None. ....	Estimated 3,836,360
Mobile and Ohio Railroad Company.	February, 1848.	October, 1849	Expected to be completed in Jan., 1858; 198 miles completed.	Mobile, Ala., and Cairo, Ill's; branch to Columbus, Mi.; br. to Tennessee river; br. to Columbus, Ky.; br. to Paducah, Ky.	Main 497 miles; branches 88½ ms.	None. ....	12,000,000
Montgomery and West Point Railroad Co.	Jan. 15, 1834.	1835.	May, 1851.	Montgomery and West Point, Ga.; Opelika branch to Columbus.	Main 87½ miles; branch 28 ms.	None. ....	2,250,000 (relaid with heavy rail.)
Northeast and Southwest Alabama Railroad Co.	Dec. 12, 1853.	1856.	Whole road surveyed, located, & 100 miles put in contract; the entire road will be pushed forward with all despatch.	S. W. terminus is at a point on the Mobile & Ohio railroad, 135 miles above Mobile; the N. E. terminus is at Chattanooga, Tenn.	295 miles. ....	None. ....	7,500,000

*Railroad Statistics of the United States—Alabama—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates, and amount of interest paid.
Alabama and Mississippi River Railroad Company.	\$325,000 00	\$150,000 00	\$5,000 00	\$155,000 00	.....	.....	8 per cent. ....
Alabama and Tennessee River Railroad Company.	875,343 63	700,000 00	90,000 00	790,000 00	\$75,228 80	\$44,052 23	7 and 8 per cent., (\$51,000 paid.)
*Mobile & New Orleans Railroad Company.	35,600 00	None .....	None .....	Nothing.....	.....	.....	.....
†Mobile & Ohio Railroad Company.	2,700,000 00	1,000,000 00	1,650,000 00	2,650,000 00	253,898 96	†90,696 72	8 per cent. ....
Montgomery and West Point Railroad Company.	1,247,533 00	617,782 64	174,768 64	791,551 28	400,000 00	200,000 00	7 per cent., (\$50,400 paid.)
†Northeast and Southwest Alabama Railroad Company.	.....	.....	.....	.....	.....	.....	.....

\* Road not completed ; no part finished or in operation.

† The road just laid down ; no further statistics furnished.

‡ These statistics embrace the working of the road to Macon, Mississippi, 198 miles, completed and in operation at this time.

*Railroad Statistics of the United States—Alabama—Continued.*

Corporate name of company	Net annual profits.	Dividends.	No. of miles run by passenger trains per y'r.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
*Alabama and Mississippi River Railroad Company.							
Alabama and Tennessee River Railroad Company.	\$31,176 57	None .....	45,072	49,579	4,200	9,330	1,840
Mobile and New Orleans Railroad Company.							
Mobile and Ohio Railroad Company.	162,781 62	None .....	No return.....	No return.....	7,974	24,633	No return.....
Montgomery and West Point Railroad Company.	200,000 00	7 per cent. ....	168,630	126,290	21,825	63,512	21,256
Northeast and Southwest Alabama Railroad Company.							

\* The work is not completed, and the portion finished has been worked for so short a period that no satisfactory statistics can be given.

# *Railroad Statistics of the United States—Alabama—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Alabama and Mississippi River Railroad Company.							
Alabama and Tennessee River Railroad Company.	18,780	573,221 passengers carried one mile.	135,090 tons carried one mile.	17 miles per hour.	10 miles per hour.	None	None
Mobile and New Orleans Railroad Company.							
Mobile and Ohio Railroad Company.	No return	1,573,533 passengers carried one mile.	No return	No return			
Montgomery and West Point Railroad Company.	10,628	4,450,000 passengers carried one mile.	2,550,700 tons carried one mile.	20 miles per hour.	10 miles per hour.	None	None
Northeast and Southwest Alabama Railroad Company.							

*Railroad Statistics of the United States.*

MISSISSIPPI.

Corporate name of company.	Date of charter.	Commenced.	Completed; or, if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track.	Cost of the road completed, or estimated, if not completed.
Mississippi Central Railroad Company.	March, 1852.	Dec., 1853.	Expected to be in 1858, (25 miles completed.)	Canton and Tennessee State line, near grand junction.	183 miles.....	None.....	\$3, 200, 000
Mississippi & Tennessee Railroad Company.	October, 1852	June, 1854 ..	To be completed in 1859.	Memphis, Tenn., and Grenada, Miss.	100 miles, (30 miles in operation.)	None.....	2, 000, 000
New Orleans, Jackson, and Great Northern Railroad Company,	April 22, 1852	Dec., 1852...	Expected to be finished to Canton in 1858, and to Chickasaw, on the Tennessee river, in 1860.	New Orleans, La., and Chickasaw, Ala.	410 miles, (100 miles completed.)	None.....	10, 000, 000 (estimated.)
Southern Railroad Company.	1837.	1846.	Finished 14 miles, to Brandon; remainder unfinished, and no time known when it will be completed.	Jackson & Alabama State line.	114 miles.....	None.....	1, 600, 000
Raymond Railroad Company.	Not incorporated.	1850.	1851.	Bolton Depot, or Jackson railroad, and Raymond.	7 miles.....	None.....	30, 000
Vicksburg and Jackson Railroad Company.	1835.	1836.	October 1, 1841 ....	Vicksburg and Jackson.	46 miles.....	None.....	2, 235, 000

*Railroad Statistics of the United States—Mississippi—Continued.*

Corporate name of company	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate, and amount of interest paid.
•Mississippi Central Railroad Company.	\$1,211,857 86	None .....	\$188,067 70	\$188,067 70	-----	-----	-----
†Mississippi & Tennessee Railroad Company.	618,000 00	None .....	125,000 00	125,000 00	-----	-----	-----
New Orleans, Jackson, and Great Northern Railroad Company.	3,987,781 07	None .....	769,935 26	769,935 26	‡123,043 58	\$111,367 00	From 6 to 14 per cent., (\$79,162 86 paid.)
§Southern Railroad Company	80,000 00	-----	-----	-----	-----	-----	-----
Raymond Railroad Company	30,000 00	None .....	None .....	Nothing .....	-----	-----	-----
Vicksburg and Jackson Railroad Company.	2,235,000 00	None .....	None .....	Nothing .....	192,427 77	112,175 65	None .....

• There are 25 miles of this road finished and in operation; but having been worked for six months only, no statistics of working, &c., furnished.

† Thirty miles of road finished and operated on; but this being for the last few months only, no working statistics furnished.

‡ The road opened and worked to Osyka, 88 miles. These statistics apply to that portion.

§ Further operations upon this road suspended.

|| This road is owned and worked by a private individual. No statistics of operations have been furnished.



*Railroad Statistics of the United States—Mississippi—Continued.*

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Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of thro' freight per year.
Mississippi Central Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Mississippi & Tennessee Railroad Company.	-----	-----	-----	-----	-----	-----	-----
New Orleans, Jackson, and Great Northern Railroad Company.	\$11,676 50	None -----	70,300	85,826	None -----	83,391	None -----
Southern Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Raymond Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Vicksburg and Jackson Railroad Company.	80,252 12	None -----	28,729	36,645	12,496	30,324	15,280

REPORT ON THE FINANCES.

*Railroad Statistics of the United States—Mississippi—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of total casualties for the year.	No. of casualties not fatal for the year.
Mississippi Central Railroad Company.				20 miles per hour.	15 miles per hour.	None	None
Mississippi & Tennessee Railroad Company.				20 miles per hour.	12 miles per hour.	None	None
New Orleans, Jackson, and Great Northern Railroad Company.	19,533	1,440,425 passengers carried one mile.	1,289,345 tons carried one mile.	30 miles per hour.	20 miles per hour.	None	One
Southern Railroad Company.				10 miles per hour.	10 miles per hour.	None	None
Raymond Railroad Company.							
Vicksburg and Jackson Railroad Company.	15,489	1,117,582 passengers carried one mile.	1,281,352 tons carried one mile.	18 miles per hour.	10 miles per hour.	None	None

*Railroad Statistics of the United States.*

LOUISIANA.

Corporate name of company.	Date of charter.	Com menced	Completed; or, if not, when expected to be.	Termini of main read and of branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost, if not completed.
Baton Rouge, Grosse Tete, and Opelousas Railroad Company.	1853.	Jan., 1855...	Expected to be completed. 16 miles, to Grosse Tete, April, 1857; rest, not known when.	Baton Rouge and Opelousas	52 miles .....	None .....	Estimated at \$675,000 00
Clinton and Port Hudson Railroad Company.	1833.	1834.	1841.	Port Hudson and Clinton..	22 miles .....	None .....	750,000 00
New Orleans, Jackson, and Great Northern Railroad Company.*	.....	.....	.....	.....	.....	.....	.....
New Orleans, Opelousas, and Great Western Railroad Company.	May, 1852...	1852.	Not completed, and time when, very uncertain; distance finished, 73 miles; new construction to Berwick's bay.	New Orleans and Texas. Branches.—N. Iberia to Breaux bridge; Raceland to Bayou Lafourche.	Main line 325 mls.; Raceland branch 2 mls.; N. Iberia 13 mls.; 73 miles in operation.	11 miles...	Estimated at 8,000,000 00
Vicksburg, Shreveport, and Texas Railroad Company.	July 4, 1852.	July, 1854...	Contracted to be completed by January 1, 1862.	On Mississippi river, opposite to Vicksburg, and Texas State line west of Shreveport.	190 miles .....	None .....	Estimated at 5,000,000 00

\* The statistics of this company have been already given in the Mississippi table.

*Railroad Statistics of the United States—Louisiana—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operative expenses, including repairs.	Annual rates, and amount of interest paid.
Baton Rouge, Grosse Tete, and Opelousas Railroad Company.*	\$141,824 00	None .....	None .....	Nothing .....	.....	.....	.....
Clinton and Port Hudson Railroad Company†	200,000 00	\$500,000 00	\$300,000 00	\$800,000 00	.....	.....	.....
New Orleans, Jackson, and Great Northern Railroad Company.	.....	.....	.....	.....	.....	.....	.....
New Orleans, Opelousas, and Great Western Railroad Company.	3,000,000 00	None .....	33,000 00	33,000 00	\$200,000 00	\$100,000 00	6 to 10 per cent.
Vicksburg, Shreveport, and Texas Railroad Company.‡	417,663 00	None .....	56,965 00	77,000 00	.....	.....	.....

\* Road not completed—no part of it yet in operation; no statistics furnished.

† No further statistics furnished; nothing known of working operations.

‡ Road not completed; no part in operation at this time.

*Railroad Statistics of the United States—Louisiana—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Baton Rouge, Grosse Tete, and Opelousas Railroad Company.							
Clinton and Port Hudson Railroad Company.							
New Orleans, Jackson, and Great Northern Railroad Company.							
New Orleans, Opelousas, and Great Western Railroad Company.	\$100,000 00	None yet; earnings expended in the construction of the road.	50,000	40,000	57,000 way and through.	Included in preceding.	40,000 way and through.
Vicksburg, Shreveport, and Texas Railroad Company.							

*Railroad Statistics of the United States—Louisiana—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Baton Rouge, Grosse Tete, and Opelousas Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Clinton and Port Hudson Railroad Company.	.....	.....	.....	.....	.....	.....	.....
New Orleans, Jackson, and Great Northern Railroad Company.	.....	.....	.....	.....	.....	.....	.....
New Orleans, Opelousas, and Great Western Railroad Company.	Included in preceding.	1,560,000 passengers carried one mile.	2,760,000 tons carried one mile.	20 miles per hour.	12 miles per hour.	2	2
Vicksburg, Shreveport, and Texas Railroad Company.	.....	.....	.....	.....	.....	.....	.....

*Railroad Statistics of the United States.*

TEXAS.

Corporate name of company.	Date of charter.	Commenced.	Completed; or, if not, when expected to be.	Termini of main road and of branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost, if not completed.
Houston and Texas Central Railway Company.	March 11, 1848.	Jan. 1, 1853.	50 miles to be completed May 1, 1857; remainder uncertain when; 27 miles in operation.	Red river, near Fulton and Houston. Branch to Austin and one to Galveston.	Main stem 385 mls. Austin branch 100 miles; Galveston branch 56 miles.	None .....	\$11,580,000 00

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operative expenses, including repairs.	Annual rates, and amount of interest paid.
Houston and Texas Central Railway Company.	\$250 000 00	\$300,000 00	\$25,000 00	\$325,000 00	\$62,000,00	No return.....	7 per cent.

*Railroad Statistics of the United States—Texas—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Houston and Texas Central Railway Company.	No return.....	None .....	18,250	Attached to passenger train.	15,000	No return.....	15,000

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Houston and Texas Central Railway Company.	No return.....	375,000 passengers carried one mile.	375,000 tons carried one mile.	20 miles per hour.	Same as passenger trains.	None .....	1



*Railroad Statistics of the United States.*

**ARKANSAS.**

Corporate name of company.	Date of charter.	Commenced.	Completed; or, if not, when expected to be.	Termini of main road and branches	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated cost, if not completed.
Cairo and Fulton Railroad Company.	Jan. 12, 1853..	1856.	Expected to be complete in 1861.	Opposite mouth of the Ohio and Fulton, Ark.	372 miles .....	None .....	Estimated at \$7,528,341 00.
Little Rock and Napoleon Railroad Company.	.....do.....	Aug. 5, 1855...	39 miles will be ready for the iron January, 1857; 60 miles by January, 1850; 40 (little) uncertain	Napoleon and Little Rock.	99½ main; 40 branch.	None .....	1,257,402 00

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs	Annual rates, and amount of interest paid.
Cairo and Fulton Railroad Company.*	\$580,000 00	None .....	\$6,500 00	\$5,500 00	.....	.....	.....
Little Rock and Napoleon Railroad Company.*	310,000 00	None .....	8,161 80	8,161 80	.....	.....	.....

\* Road not completed; no part yet in operation.

*Railroad Statistics of the United States—Arkansas—Continued.*

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Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of way freight per year.
Cairo and Fulton Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Little Rock and Napoleon Railroad Company.	.....	.....	.....	.....	.....	.....	.....

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Cairo and Fulton Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Little Rock and Napoleon Railroad Company.	.....	.....	.....	.....	.....	.....	.....

REPORT ON THE FINANCES.

*Railroad Statistics of the United States.*

TENNESSEE.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed; or estimated cost, if not completed.
Cincinnati, Cumberland Gap, and Charleston Railroad Company.	Nov. 18, 1853	Nov. 15, 1855	Not completed; expected to be finished in 1861.	Cumberland Gap and Paint Rock, on the Broad river.	90 miles .....	None .....	Estimated at \$2,200,000 00
East Tennessee and Georgia Railroad Company.	Feb. 4, 1848	1848.	June, 1855 .....	Knoxville, Tenn., and Dalton, Ga.; branch to Chattanooga.	Main 110 miles, branch 30 miles; now being constructed.	None .....	2,500,000 00 750,000 for br'nc.
McMinnville and Manchester Railroad Company.	Feb. 4, 1850	May 1, 1853	Nov., 1856 .....	McMinnville and Tullahoma.	35 miles .....	None .....	560,000 00
Memphis and Charleston Railroad Company.	Feb. 2, 1846	Nov. 1, 1851	Expected to be finished by April 1, 1857.	Memphis, Tenn., and Stevenson, Ala.; branch to Somerville, Tenn.; branch to Tusculumbia, Ala.	Main, 271½ miles; branches, 15½ miles; total, 286¾ miles; 88 miles in operation.	None .....	5,215,962 45

*Railroad Statistics of the United States—Tennessee—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates, and amount of interest paid.
Cincinnati, Cumberland Gap, and Charleston Railroad Company.*	\$1,325,000 00 (including State appropriation of \$1,000,000.)	None .....	\$35,000 00	\$35,000 00	.....	.....	.....
East Tennessee and Georgia Railroad Company.	1,000,000 00	\$1,370,000 00	130,000 00	1,500,000 00	\$250,000 00	\$100,000 00	6 per cent. ....
McMinnville and Manchester Railroad Company.	118,825 00	324,000 00 (\$300,000 issued by the State included.)	10,000 00	334,000 00	7 per ct. on \$24,000, 6 p' ret. on \$300,000; amt paid, \$19,680.	No return. ....	No return. ....
Memphis and Charleston Railroad Company.	2,800,000 00	1,851,800 00	332,961 45	2,184,761 45	†256,836 51	†115,972 82	6 per cent. and 7 per cent.†

\* Road not completed yet; no part in operation.

† These statistics apply to 88 miles in operation.

*Railroad Statistics of the United States Tennessee—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of way freight per year.
Cincinnati, Cumberland Gap and Charleston Railroad Company.	.....	.....	.....	.....	.....	.....	.....
East Tennessee and Georgia Railroad Company.*	\$150,000 00	.....	.....	.....	.....	.....	.....
McMinnville and Manchester Railroad Company.†	.....	.....	.....	.....	.....	.....	.....
Memphis and Charleston Railroad Company.	‡140,863 69	None .....	No return.....	.....	.....	.....	.....

\* Company has been operating so short a time that satisfactory working statistics cannot now be furnished.

† Road has been in operation so short a time that working statistics cannot now be furnished.

‡ These statistics apply to 88 miles in operation.

*Railroad Statistics of the United States—Tennessee—Continued.*

Corporate name of company.	No. of tons of way freight per year	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Cincinnati, Cumberland Gap, and Charleston Railroad Company.	.....	.....	.....	.....	.....	.....	.....
East Tennessee and Georgia Railroad Company.	.....	.....	.....	20 miles per hour	12 miles per hour	None .....	1
McMinnville and Manchester Railroad Company.	.....	.....	.....	16 miles per hour	..... do .....	None .....	None .....
Memphis and Charleston Railroad Company.	.....	.....	.....	20 miles per hour	15 miles per hour	None .....	None .....

*Railroad Statistics of the United States,*

KENTUCKY.

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REPORT ON THE FINANCES.

Corporate name or company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and of branches.	Length of main road and of branches.	Length of the double track, if any.	Cost of the road complete, or estimated cost, if not completed.
Covington and Lexington Railroad Company.	Feb. 29, 1849..	April 10, 1850.	1856.	Covington and Lexington.	100 miles .....	None .....	\$4,000,000 00
Lexington and Big Sandy Railroad Company.	March 7, 1852.	April, 1854....	Expected to be finished in 1859; one third now finished.	Lexington and mouth of Big Sandy river.	133 miles. ....	None .....	4,000,000 00
Lexington and Danville Railroad Company.	March 5, 1850.	Nov. 20, 1852..	Expected to be completed Jan. 1, 1859; 21 miles graded, &c.	Lexington and Danville—branch to Harrodsburg.	Main line 35 miles; branch to Harrodsburg 5 miles.	None .....	1,400,000 00
Lexington and Frankfort Railroad Company.	Feb. 28, 1848..	October, 1848.	March, 1849.....	Lexington and Frankfort.	29 miles.....	None .....	637,071 93
Louisville and Frankfort Railroad Company.	March 1, 1847.	1847.	September, 1851....	Louisville and Frankfort.	65 miles .....	None .....	1,543,651 07
Louisville and Nashville Railroad Company.	March, 1850...	May, 1853.....	Expected to be finished by 1859; 31 miles now completed.	Louisville and Nashville—branch to Lebanon and State line.	184½ mls. main; Lebanon branch 37½; Memphis br'ch 45.	None .....	Main, \$5,500,000; branch to Lebanon, \$641,000—\$6,141,000.

*Railroad Statistics of the United States—Kentucky—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of the operating expenses, including repairs.	Annual rate and amount of interest paid.
Covington and Lexington Railroad Company.	\$1,300,000 00	\$2,000,000 00	\$600,000 00	\$2,600,000 00	\$406,000 00	\$175,000 00	6 and 7 per cent.—\$170,000 paid.
*Lexington and Big Sandy Railroad Company.	681,000 00	No bonds issued, but some are now being prepared for issue.	140,000 00	140,000 00	.....	.....	.....
†Lexington and Danville Railroad Company.	694,444 69	41,000 00	23,734 66	64,734 66	.....	.....	.....
Lexington and Frankfort Railroad Company.	430,055 55	153,804 00	None .....	153,804 50	93,263 36	49,628 15	6 per cent.....
Louisville and Frankfort Railroad Company.	861,862 50	678,616 37	Nothing .....	678,616 37	237,047 81	145,089 61	6 per cent.—\$39,-874 07 paid.
‡Louisville and Nashville Railroad Company.	Main, \$3,500,000 Branch, 350,000	None.....	107,00 00	107,000 00	.....	.....	.....

\* Road not completed; no part of it yet in operation.

† Road not completed; no part of it in operation.

‡ Road not fully completed, and the part operated on not worked long enough for reliable statistics.



[illegible]

*Railroad Statistics of the United States—Kentucky—Continued.*

Corporate name of company.	No. of tons of way freight for the year.	Amount of mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	No. of tons of freight carried during the year, or the equivalent number of tons of freight carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties during the year.	No. of casualties not fatal during the year.
Covington and Lexington Railroad Company.	69,600	5,660,700 passengers carried one mile	4,760,000 tons carried one mile.	21 miles per hour.	12 miles per hour.	One .....	Three ....
Lexington and Big Sandy Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Lexington and Danville Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Lexington and Frankfort Railroad Company.	6,000	1,381,496 passengers carried one mile.	612,000 tons carried one mile.	19½ miles per hour.	10½ miles per hour.	None. ....	None .....
Louisville and Frankfort Railroad Company.	15,523	4,034,045 passengers carried one mile.	1,829,587 tons carried one mile.	19.2 miles per hour.	7½ miles per hour.	One .....	None .....
Louisville and Nashville Railroad Company.	-----	-----	-----	-----	-----	-----	-----

*Railroad Statistics of the United States.*

MISSOURI.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Hannibal and St. Joseph Railroad Company.	Feb. 16, 1847..	May, 1853.....	Estimated time of completion May, 1858.	Hannibal and St. Joseph	206 $\frac{8}{10}$ miles, (60 miles finished and in operation.	None .....	\$3,000,000 00
North Missouri Railroad Company.	March 3, 1851.	May 17, 1854..	Expected to be completed in 1859.	St. Louis and Iowa State Line.	228 miles, (20 mls. completed.	None .....	9,654,300 55
St. Louis and Iron Mountain Railroad Company.	.....do.....	Nov. 16, 1853..	Estimated to be completed May 1, 1857.	St. Louis and Pilot Knob, Iron Mountain.	34 $\frac{1}{2}$ miles.....	None .....	4,100,000 00
Pacific Railroad of Missouri.	March 12, 1849	Aug. 1, 1851...	Road not yet completed; opened to Jefferson City, 125 miles, March 6, 1856.	St. Louis and Kansas City, main line. S. W. branch is from Franklin and the State Line, 15 miles west of Neosho.	Main 280 miles; S. W. branch 282 miles.	None .....	Both roads estimated \$21,030,000.
Cairo and Fulton Railroad Company.*	-----	-----	-----	-----	-----	-----	-----

\* The statistics of this road are given in the table for the State of Arkansas.

*Railroad Statistics of the United States—Missouri—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual amount of interest paid.
Hannibal and St. Joseph Railroad Company.*	\$456,733 20	\$4,000,000 00	None .....	\$4,000,000 00	.....	.....	.....
North Missouri Railroad Company.†	1,311,330 92	None issued by the company. The State has loaned the company its credit for \$4,000,000.	None .....	Have received of State credit \$1,050,000.	.....	.....	.....
St. Louis and Iron Mountain Railroad Company.	1,319,277 93	None .....	\$67,215 00	67,215 00	.....	.....	6 per cent. ....
Pacific Railroad of Missouri.	2,825,943 02	3,170,000 00 Being bonds issued by State of Missouri to credit of road.	984,830 16	4,154,830 16	\$163,094 59	\$128,962 10	6 per cent. on funded debt; 10 per cent. on floating debt.
Cairo and Fulton Railroad Company.	.....	.....	.....	.....	.....	.....	.....

\* Road not completed; the part operated on has not been worked long enough for statistics.

† Road not completed; the finished part not worked long enough for reliable statistics.

*Railroad Statistics of the United States—Missouri—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Hannibal and St. Joseph Railroad Company.							
North Missouri Railroad Company.							
St. Louis and Iron Mountain Railroad Company.*							
Pacific Railroad of Missouri.†	\$34,132 49	None .....	75,214	56,918	None; road being incomplete.	115,003	None; road not completed.
Cairo and Fulton Railroad Company.							

\* Road not completed; no part in operation.

† These working statistics only apply to the portion finished in 1855; the results in the portion of 1856 much more encouraging.

*Railroad Statistics of the United States—Missouri—Continued.*

Corporate name of company.	No of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons of freight carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Hannibal and St. Joseph Railroad Company.	.....	.....	.....	.....	.....	.....	.....
North Missouri Railroad Company.	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Pacific Railroad of Missouri.	45,464	3,115,428 passengers carried one mile.	1,409,294 tons carried one mile.	20 miles per hour ..	10 miles per hour ..	5	None .....
Cairo and Fulton Railroad Company.	.....	.....	.....	.....	.....	.....	.....

# Railroad Statistics of the United States.

## OHIO.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
Ashtabula and New Lisbon Railroad Company.	February 18, 1853.	November, 1854	Expected to be completed in September, 1858.	Ashtabula Harbor, Lake Erie, and New Lisbon.	84 miles.....	None .....	\$1,302,000 00
Bellfontaine and Indiana Railroad Company.	1849.	1849.	July, 1852.....	Galion and Union City, at Indiana St. line.	118 miles.....	None .....	2,835,835 00
Cleveland, Columbus and Cincinnati Railroad Co.	March 14, 1836...	March 12, 1846.	1852.	Cleveland and Columbus; branch to Delaware.	135 miles, main; 6 miles branch.	37 miles.....	4,613,722 88
Cleveland and Mahoning Railroad Company.	February 22, 1848.	1853.	Expected to be in 1857.	Cleveland, Ohio, and Newcastle, Penn.	85 miles, 67 unfinished.	None .....	2,500,000 00 Estimated
Cleveland and St. Louis Railroad Company.	1853.	1854.	Expected to be in 1858.	Cleveland, Ohio, and St. Louis, Missouri.	500 miles.....	None .....	9,000,000 00 Estimated
Cleveland, Zanesville and Cincinnati Railroad Co.	February 19, 1851.	1851.	Not yet completed— not known when it will be.	Hudson and Zanesville.	114 miles, 70 miles finished.	None .....	2,500,000 00
Cleveland, Madison and Tuscarawas Railroad Co.	March 20, 1851...	March, 1853:...	N. division 1857; remainder not known when.	Grafton and Bridge port.	130 miles.....	None .....	2,800,000 00
Cleveland, Painesville & Ashtabula Railroad Co.	February 18, 1848.	March, 1851....	November, 1852....	Cleveland, Ohio, and Erie, Pennsylvania.	95½ miles.....	None—30 miles graded.	3,159,216 00
Cincinnati, Hamilton and Dayton Railroad Company.	March 2, 1846....	1850.	October 1, 1851....	Cincinnati and Dayton.	60 miles.....	15 miles.....	2,987,757 88

Marietta, Cincinnati, and Hillsboro' Branch Railroad Company.	March 8, 1845....	May, 1851.....	Expected to be completed in 1858, (198 miles finished.	Cincinnati & Wheeling, main; Blanchester to Hillsboro', branch.	Main—255 miles Branch—22 m's.	None .....	10,857,647 49
Cincinnati and Mackinaw Railroad Company.	October 23, 1853..	Surveys made, but work not yet commenc'd	Expected to be in December, 1859.	Carlisle Station, Warren county, Ohio, & Michigan State line, near Amboy.	141 $\frac{1}{4}$ miles.....	None .....	9,000,000 00
Clinton Line Extension Railroad Company.	April 9, 1853....	September, 1853	Expected to be September, 1858.	Hudson and Tiffin.	94 $\frac{6}{10}$ miles.....	None .....	2,500,000 00
Clinton Line Railroad Company.	July 5, 1852.....	July, 1853.....	Expected to be in 1857.	Hudson and Kinsman on the Ohio and Pennsylvania State line.	55 $\frac{3}{10}$ miles.....	None .....	1,700,000 00
Columbus and Xenia Railroad Company.	March 12, 1844....	March 1, 1848..	February 25, 1850..	Columbus and Xenia.	54 $\frac{1}{2}$ miles.....	None .....	1,481,733 54
Dayton and Cincinnati Railroad Company.	February 6, 1847..	December, 1852	Expected to be completed in 1857.	Cincinnati and Dayton.	52 miles.....	None .....	Estimated at 2,500,000 00
Dayton and Michigan Railroad Company.	March 5, 1851....	January, 1852..	Expected to be completed in January, 1858.	Dayton and Toledo.	140 miles, (28 miles finished and in operation.	None .....	Estimated at 4,500,000 00
Dayton and Western Railroad Company.	February 14, 1846.	Feb. 1, 1849...	March 13, 1853....	Dayton and Ohio and Indiana State line.	37.28 miles.....	None .....	996,904 57
Dayton, Xenia, and Belpre Railroad Company.	1851.	1853.	16 miles completed between Dayton and Xenia—cannot say when remainder will be finished.	Dayton and point on the Cincinnati and Marietta railroad.	60 miles, (16 miles completed.)	None .....	1,800,000 00
Eaton and Hamilton Railroad Company.	February, 1847...	June, 1848....	May 1, 1853.....	Hamilton, Ohio, and Richmond, Ind.	45 miles.....	None .....	1,370,000 00
Four Mile Valley Railroad Company.	March 11, 1849...	1852.	Expected to be completed 1857.	State line connecting with Cincinnati and Fort Wayne railroad and Hamilton.	34 miles.....	None .....	1,600,000 00
Fremont and Indiana Railroad Company.	April 25, 1853....	Sept., 1853....	Expect to have 88 miles finished in 1857 and remainder in 1858.	Fremont and Union City.	120 miles.....	None .....	2,400,000 00



*Railroad Statistics of the United States—Ohio—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
Iron Railroad Company.	March 17, 1849...	June, 1850.....	Cannot say when it will be completed.	Ironton and Ohio River, and line of Cincinnati and Bel-pre railroad.	47 miles, (13 in operation.)	None .....	\$500,000, (actual cost of completed part \$185,000.)
Little Miami and Xenia Railroad Company.	1836.	1838.	1847.	Cincinnati & Xenia, branch to Springfield.	65 miles—18 miles branch.	20 miles.....	3,724,510 20
Mad River and Lake Erie Railroad Company.	January 5, 1832...	Sept., 1835.....	1852.	Sandusky and Dayton, main; Findlay and Carey, branch.	157 miles main; 16 miles br'ch.	None .....	4,595,681 87
Marietta and Cincinnati Railroad Company.	March 8, 1845....	May, 1851.....	About 200 miles completed—remainder expected by January 1, 1858.	Cincinnati & Wheeling, Blanchester to Hillsboro' branch.	Main, 255 miles Branch, 21 " 276 "	None .....	10,857,647 49
Central Ohio Railroad Company.	February 8, 1847.	1849.	November 1, 1855..	Columbus and Bell Aire, on Ohio river.	138 miles.....	None .....	\$6,500,000
Ohio and Mississippi Railroad Company, eastern division.	February 14, 1848.	1851.	Estimated time for completion Jan. 1, 1857.	Eastern Division, Cincinnati to Vincennes, Indiana.	192 miles.....	22 miles.....	15,000,000
Painesville and Hudson Railroad Company.	August 7, 1852...	October, 1854..	Estimated to be completed in August, 1857.	Fairport, on Lake Erie, and Hudson, Summit county.	42½ miles.....	None .....	1,094,000
Pittsburg, Maysville and Cincinnati Railroad Company.	March 2, 1849....	July 1, 1853....	Expect 20 miles next spring, 1857; remainder uncertain when.	Junction of Steubenville and Indiana Railroad, in Harrison county, and Aberdeen, opposite Maysville, Ky.	225 miles.....	None .....	5,850,000

25	Sandusky, Mansfield and Newark Railroad Company.	Reorganized July 25, 1846.	1844.	1848.	Sandusky and Newark, main; branch to Huron.	116 miles main, 10 miles branch.	None .....	2,400,000
	Springfield and Columbus Railroad Company.	1850.	June, 1851.....	June, 1853, completed to London; remainder unknown when.	Springfield and Columbus.	43 miles, (19½ completed.)	None .....	Estimated at 945,000
26	Springfield, Mount Vernon and Pittsburg Railroad Company.	March 21, 1850...	1851.	49 miles now completed, remainder expected to be in 1857.	Springfield, Ohio, and Lakeville station, on Pittsburg, Fort Wayne, and Chicago Railroad.	112 miles, (49 miles completed.)	None .....	3,000,000
	Steubenville and Indiana Railroad Company.	February 24, 1848.	November, 1851	1855.	Steubenville & Newark branch to Cadiz.	116 miles, 8 miles branch.	None .....	4,600,000
	Tiffin and Fort Wayne Railroad Company.	December 6, 1853.	May 1, 1854...	Expect to be September, 1857.	Tiffin, Ohio, and Fort Wayne, Indiana.	102 miles.....	None .....	2,652,000
	Toledo, Wabash & Western Railroad Company.	August 14, 1856; consolidated from two companies.	June, 1853.....	November 1, 1856...	Toledo, Ohio, and Danville, Illinois.	250 miles.....	None .....	9,000,000

*Railroad Statistics of the United States—Ohio—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Am't of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
<i>a</i> Ashtabula and New Lisbon Railroad Company.	\$30,279 00	Nothing.....	Nothing.....				
Bellefontaine and Indiana Railroad Company.	1,881,635 00	\$1,246,500 00	None.....	\$1,246,500 00	\$298,293 57	\$157,470 04	6½ per cent. \$83,057 77 paid.
Cleveland, Columbus, & Cincinnati Railroad Co.	4,547,020 00	98,000 00	\$14,018 00	112,018 00	1,290,295 92	552,379 61	7 per cent. 6,86 0 00 paid.
<i>b</i> Cleveland and Mahoning Railroad Company.	962,174 82	780,000 00	178,778 30	958,778 30			
<i>c</i> Cleveland and St. Louis Railroad Company.							
<i>d</i> Cleveland, Zanesville, & Cincinnati Railroad Co.	370,000 00	1,200,000 00	55,071 00	1,255,071 00	56,731 83	43,258 53	7 per cent.
<i>e</i> Cleveland, Madison, and Tuscarawas Railroad Co.	160,000 00	600,000 00 mortgage bonds	48,000 00	648,000 00			
Cleveland, Painesville, & Ashtabula Railroad Co.	2,207,200 00	1,367,000 00	None.....	1,367,000 00	1,152,938 85	463,222 85	7 per cent. 64,310 12 paid.
Cincinnati, Hamilton, & Dayton Railroad Company.	2,153,900 00	1,011,000 00	422,656 55	1,433,656 55	508,271 71	230,258 84	Bonds 7 p. c., floating debt 10 per ct. 108,216 61 paid.
<i>f</i> Marietta, Cincinnati, & Hillsboro' Branch Railroad Company.	4,142,021 94	4,313,000 00	None.....	4,313,000 00			
<i>g</i> Cincinnati & Mackinaw Railroad Company.							
<i>h</i> Clinton Line Extension Railroad Company.	620,000 00	1,250,000 00	33,000 00	1,283,000 00			
<i>i</i> Clinton Line Railroad Company.							

Columbus and Xenia Railroad Company.	1,484,550 00	78,000 00	68,249 99	146,249 99	564,689 21	168,848 94	7 $\frac{1}{2}$ per cent.) \$35,- 715 15 paid, in- cluding taxes.
j Dayton and Cincinnati Railroad Company.	600,000 00	46,000 00	None -----	46,000 00	-----	-----	-----
k Dayton and Michigan Railroad Company.	1,488,000 00	3,000,000 00	40,000 00	340,000 00	50,000 00	23,500 00	7 per ct., \$23,000 paid.
Dayton and Western Railroad Company.	284,487 38	646,500 00	80,136 52	726,636 32	154,338 79	80,993 12	7 per ct., \$52,500 paid.
l Dayton, Xenia and Bel- pre Railroad Company.	400,000 00	500,000 00	120,000 00	620,000 00	60,000 00	30,000 00	7 per cent. ....
Eaton and Hamilton Rail- road Company.	454,690 00	757,734 00	192,254 00	949,988 00	171,929 00	98,000 00	8 per ct. on bonds, 12 p.c. on floating debt, (\$66,000 pd.)
m Four Mile Valley Rail- road Company.	212,000 00	21,000 00	7,750 00	28,750 00	-----	-----	-----
n Fremont and Indiana Railroad Company.	281,749 77	21,000 00	46,213 42	67,213 42	-----	-----	-----
o Iron Railroad Company	117,965 16	50,000 00	3,086 87	53,086 87	28,056 00	17,556 00	7 per cent., (\$4,- 100 28 paid.)

a This road is not complete, but is making good progress.

b Road not yet fully completed, the portion finished not having been operated long enough to furnish satisfactory statistics of its business.

c Road not completed; no further statistics received.

d These statistics are for the portion only furnished, and for part of a year.

e Road not completed; no further statistics given.

f Road not yet complete; no further statistics given.

g Road not commenced, but prospect fair for speedy construction, the State of Michigan having granted 1,000,000 acres of land to assist in the completing of the portion of the road within her limits.

h This road constitutes a link in a trunk denominated the "Union Central Railway," extending from New York and Philadelphia to Council Bluffs, a distance of 1,200 miles.

i Road not completed; no further statistics furnished.

j Road not yet completed—no statistics given further.

k The statistics refer to the 28 miles finished and in operation.

l The working statistics refer only to the 16 miles finished between Dayton and Xenia.

m Road not completed—no further statistics given.

n Road not completed but fast progressing—no further statistics furnished.

o Statistics only of the 16 miles in operation.

*Railroad Statistics of the United States—Ohio—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
Little Miami and Xenia Railroad Company.	\$2,981,327 19	\$828,000 00	\$266,706 01	\$1,094,706 01	\$663,000 00	\$338,000 00	6 per cent. to 8 per cent.
Mad River and Lake Erie Railroad Company.	2,697,090 00	2,440,500 00	234,973 60	2,675,473 60	587,236 57	360,000 00	7 p. ct. to 10 p. ct. \$216,993 paid.)
p Marietta and Cincinnati Railroad Company.	4,142,021 94	4,313,000 00	-----	-----	-----	-----	-----
Central Ohio Railroad Company.	1,626,000 00	3,352,000	1,500,000 00	4,852,000 00	494,704 00	About 247,352	7 per ct. on bonds, 6 per ct. on floating debt.
o Ohio and Mississippi Railroad Company, eastern division.	5,000,000 00	10,000,000	None -----	10,000,000 00	-----	-----	-----
† Painesville and Hudson Railroad Company.	548,000 00	600,000	None -----	600,000 00	-----	-----	-----
† Pittsburgh, Maysville and Cincinnati Railroad Company.	371,350 00	13,000	31,000 00	44,000 00	-----	-----	-----
Sandusky, Mansfield and Newark Railroad Company.	1,110,000 00	1,290,000 mortgage, 100,000 domestic bonds; total 1,390,000	None -----	1,390,000 00	300,000 00	About 150,000	7 per ct. on 1,290,000; 6 per cent. on 100,000.
§ Springfield and Columbus Railroad Company.	185,000 00	150,000	15,000 00	165,000 00	-----	-----	-----
Springfield, Mount Vernon and Pittsburgh Railroad Company.	1,000,000 00	1,044,000	150,000 00	1,194,000 00	23,000 00	23,000	7 per cent. -----
Steubenville and Indiana Railroad Company.	1,497,947 95	2,400,000	258,683 79	2,658,683 79	103,140 local receipts.	56,000	7 per cent. -----
¶ Tiffin and Fort Wayne Railroad Company.	150,000 00	None -----	Nothing -----	None -----	-----	-----	-----

¶ Toledo, Wabash and Western Railroad Company.	2,500,000 00	7,000,000	None -----	7,000,000 00	-----	-----	-----
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¶ Road not completed fully—no working statistics furnished.

○ Road not yet finished; no part in operation so as to furnish working statistics.

† Road not finished; no part yet in operation.

‡ Road incomplete; no part yet in operation.

§ This road is furnished, equipped, and run by the Mad River and Lake Erie Railroad Company.

|| Work rapidly progressing; no portion yet finished.

¶ Road just being opened; no reliable statistics can be furnished.

*Railroad Statistics of the United States—Ohio—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by fre't trains per year.	No. of through passengers per year.	No. of way passengers per year.	Number of tons of through freight per year.
Ashtabula and New Lisbon Railroad Company.							
Bellefontaine & Indiana Railroad Company.	\$140,823 53	None .....	No return.....	No return.....	No return.....	No return.....	No return.....
Cleveland, Columbus & Cincinnati Railroad Company.	739,916 31	15 per cent.....	298,590	304,138	65,145	407,126	152,637
Cleveland & Mahoning Railroad Company.							
Cleveland and St. Louis Railroad Company.							
Cleveland, Zanesville, & Cincinnati Railroad Company.	13,473 30	None .....	38,064	38,064	None .....	64,161	None .....
Cleveland, Madison, & Tuscarawas Railroad Company.							
Cleveland, Painesville, and Ashtabula Railroad Co.	689,716 00	10 per cent. cash, & 10 per ct. stock.	221,917	172,900	258,034	107,216	151,793
Cincinnati, Hamilton, & Dayton Railroad Company.	278,012 87	5 per cent.....	209,400	56,165	11,975	340,476	24,503
Marietta, Cincinnati & Hillsboro Branch Railroad Co.							
Cincinnati & Maackinaw Railroad Company.							
Clinton Line Extension Railroad Company.							
Clinton Line Railroad Co.							
* Columbus and Xenia Railroad Company.	185,840 27	10 per cent.....	317,655	187,800	119,285	190,260	No return .....
Dayton and Cincinnati Railroad Company.							

Dayton and Michigan Railroad Company.	26,500 00	None -----	37,500	2,806	17,086	39,027	No return -----
Dayton and Western Railroad Company.	64,345 67	None -----	67,364	18,522	45,042	22,105	No return -----
Dayton, Xenia and Belpre Railroad Company.	30,000 00	None -----	28,800	13,000	60,000	12,000	No return -----
Eaton and Hamilton Railroad Company.	73,929 00	5 per ct. (in stock.)	84,240	35,100	42,538	43,951	41,000
Four Mile Valley Railroad Company.							
Fremont and Indiana Railroad Company.							
Iron Railroad Company.	10,500 00	None -----	15,600	22,600	None over whole road.	16,623	No return -----
†Little Miami and Xenia Railroad Company.	325,000 00	10 per cent -----					
Mad River and Lake Erie Railroad Company.	227,236 57	Average 7 per cent.	578,113 way and through.	Included in preceding.	14,454	211,655	38,503
Marrietta and Cincinnati Railroad Company.							
Central Ohio Railroad Company.	About \$247,352	None yet -----	171,524	250,000	45,020	124,796	10,796
Ohio and Mississippi Railroad Company, eastern division.							
Painesville and Hudson Railroad Company.							
Pittsburg, Maysville and Cincinnati Railroad Company.							
Sandusky, Mansfield & Newark Railroad Company.	150,000 00	None -----	151,446	76,616	8,016	130,248	6,639
Springfield & Columbus Railroad Company.							
‡Springfield, Mount Vernon and Pittsburg Railroad Co.	None -----	None -----	35,300	35,300			

\* Road worked in connexion with Little Miami railroad. whose working statistics are here embraced also.

† Working statistics are embraced in the return of the Columbus and Xenia railroad, both companies operating together.

‡ Road not completed; the portion finished not worked long enough to furnish statistics.



# *Railroad Statistics of the United States—Ohio—Continued.*

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Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	Number of tons of through freight per year.
Steubenville and Indiana Railroad Company.	\$37, 140 applied to construction	None .....	93, 934	31, 308	2, 221 no through connexion completed.	56, 906	No return .....
Tiffin and Fort Wayne Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western Railroad Company.	.....	.....	.....	.....	.....	.....	.....

REPORT ON THE FINANCES.

*Railroad Statistics of the United States—Ohio—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Ashtabula and New Lisbon Railroad Company.							
Bellefontaine & Indiana Railroad Company.	No return.....	No return.....	No return.....	22 miles per hour.	10 miles per hour.	2	2
Cleveland, Columbus, & Cincinnati Railroad Company.	152, 924	21,881,163 passengers carried 1 m.	26,484,274 tons carried one mile.	25 miles per hour.	12 miles per hour.	6	2
Cleveland & Mahoning Railroad Company.				20 miles per hour.	12 miles per hour.	2	2
Cleveland and St. Louis Railroad Company.							
Cleveland, Zanesville, & Cincinnati Railroad Company.	415, 188	1,060,684 passengers carried 1 m.	8,303,770 tons carried one mile.	25 miles per hour.	12 miles per hour.	None .....	None .....
Cleveland, Madison, & Tuscarawas Railroad Company.							
Cleveland, Painesville, and Ashtabula Railroad Co.	26, 334	27,391,587 passengers carried 1 m.	15,471,111 tons carried one mile.	Express, 29 miles per hour; way, 25, including stops.	12 miles per hour.	None .....	None .....
Cincinnati, Hamilton, & Dayton Railroad Company.	119, 673	8,602,477 passengers carried 1 m.	7,389,918 tons carried one mile.	30 miles per hour.	12 miles per hour.	None .....	None .....
Marietta, Cincinnati, & Hillsboro Branch Railroad Co.							
Cincinnati & Mackinaw Railroad Company.							
Clinton Line Extension Railroad Company.							
Clinton Line Railroad Co.							

*Railroad Statistics of the United States—Ohio—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent No. of passengers carried one mile.	Mileage of freight carried during the year, or the equivalent No. of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Columbus and Xenia Railroad Company.	No return -----	8,982,117 passengers carried one mile.	No return -----	30 miles per hour.	14 miles per hour.	None -----	None -----
Dayton and Cincinnati Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Dayton and Michigan Railroad Company.	-----	1,215,006 passengers carried one mile.	No return -----	25 miles per hour.	12 miles per hour.	None -----	None -----
Dayton and Western Railroad Company.	-----	-----	-----	27 miles per hour.	12 miles per hour.	None -----	None -----
Dayton, Xenia and Belpre Railroad Company.	-----	-----	-----	20 miles per hour.	10 miles -----	None -----	None -----
Eaton and Hamilton Railroad Company.	45,000 00	2,729,600 passengers carried one mile.	2,965,000 tons carried one mile.	25 miles per hour.	12 miles per hour.	None -----	None -----
Four Mile Valley Railroad Co.	-----	-----	-----	-----	-----	-----	-----
Fremont and Indiana Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Iron Railroad Company -----	32,119 00	116,361 passengers carried one mile.	224,833 tons carried one mile.	8 miles per hour.	8 miles per hour.	One -----	None -----
Little Miami and Xenia Railroad Company.	-----	-----	-----	26 miles per hour.	13 miles per hour.	None -----	None -----
Mad River and Lake Erie Railroad Company.	76,609 00	No return -----	-----	25 miles per hour.	15 miles per hour.	Four -----	Ten -----
Marietta and Cincinnati Railroad Company.	-----	-----	-----	25 miles per hour.	15 miles per hour.	Two -----	None -----

Central Ohio Railroad Company.	87,689	10,190,384 passengers carried one mile.	6,379,855 tons carried one mile.	22 miles per hour.	12 miles per hour.	None .....	None .....
Ohio and Mississippi Railroad Company, eastern division.							
Painesville and Hudson Railroad Company.							
Pittsburg, Maysville and Cincinnati Railroad Company.							
Sandusky, Mansfield & Newark Railroad Company.	71,031	5,209,920 passengers carried one mile.	2,951,460 tons carried one mile.	26 miles per hour.	12 miles per hour.	Two .....	None .....
Springfield & Columbus Railroad Company.							
Springfield, Mount Vernon and Pittsburg Railroad Company.				20 miles per hour.	Attached to passenger trains.	None .....	None .....
Steubenville and Indiana Railroad Company.	2,079,310	848,994 passengers	111,310,384 tons carried one mile.	25 miles per hour.	12 miles per hour.	None .....	None .....
Tiffin and Fort Wayne Railroad Company.							
Toledo, Wabash and Western Railroad Company.							

*Railroad Statistics of the United States.*

INDIANA.

Corporate name of company.	Date of charter.	Commenced.	Completed, or, if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated, if not completed.
Cincinnati, Peru, and Chicago Railroad Company.	June 2, 1853.	March 1, 1854.	1st division, 30 miles completed; balance, 72 miles, to be finished Oct. 1, 1857.	Laporte, Ind., to Marion, Ind.	102 miles .....	None .....	Estimated, \$2,328,000 00
Cincinnati, Union, and Fort Wayne Railroad Company.	Feb. 15, 1853.	July, 1853.	19 miles ready for the iron, road expected to be completed in 1859.	Union and Fort Wayne.	66 miles .....	None .....	1,000,000 00
Evansville and Crawfordsville Railroad Company.	Consolidated of two roads: 1st, 1849; 2d, 1851.	No return.....	November 24, 1854.	Evansville and Terre Haute.	109 miles .....	None .....	2,079,644 95
Evansville, Indianapolis, and Cleveland Straight Line Railroad Company.	April 14, 1853.	Feb. 15, 1854.	Expected to be completed in 1860. 54 miles will be completed in August, 1857, remainder not known when.	Evansville and Indianapolis.	155 miles; only 5 miles longer than an air line.	None .....	Estimated, 4,650,000 00
Fort Wayne and Southern Railroad Company.	Jan. 15, 1849.	1853.....	Expected to be completed in 1857, remainder not known when.	Fort Wayne to Jeffersonville.	200 miles .....	None .....	Estimated, 4,000,000 00
Cincinnati and Fort Wayne Railroad Company.	Feb. 24, 1853.	Aug., 1853.	Expected to be completed in 1857.	Fort Wayne, and Junction at State line with Four Mile Valley Ohio Railroad Company.	93 miles .....	None .....	Estimated, 2,325,000 00
Indiana Central Railroad Company.	Jan. 20, 1851.	May, 1851.	October 11, 1853....	Indianapolis and Ohio State line.	72 41 miles....	None .....	1,907,911 00
Indianapolis, Pittsburg, and Cleveland Railroad Company.	1846.....	1847.....	July, 1852.....	Indianapolis and Union City, O.	84 miles .....	None .....	1,831,225 00

Junction Railroad Company.	Feb. 15, 1848.	1853.....	Contracted to be finished Sept. 25, 1848.	Indianapolis and Hamilton, O.	99 miles.....	None.....	2,676,724 00
Indiana and Illinois Central Railway Company.	Jan. 1, 1853.	Feb. 1, 1854.	Expected to be finished Jan. 1, 1857.	Indianapolis and Decatur, Ill.	150 miles.....	None.....	Estimated, 4,105,250 00
Jeffersonville Railroad Company.	Jan. 20, 1846.	Oct. 5, 1848.	February 1853.....	Jeffersonville and Edinburg, on the Madison and Indiana railroad.	77 miles.....	None.....	1,839,576 52
Madison and Indianapolis Railroad Company.	June, 1842.	1842.....	1847.....	Madison and Indianapolis.	86 miles.....	20 miles.....	2,797,800 00
Martinsville and Franklin Railroad Company.	Jan. 20, 1846.	March, 1850.	May 15, 1853.....	Martinsville and Franklin.	26 miles.....	None.....	180,000 00
Marion and Mississinewa Valley Railroad Co.	Jan. 13, 1853.	1853.....	Not completed; not known when it will be.	Union and Logansport.	95 miles.....	None.....	Estimated, 1,900,000 00
New Albany and Salem Railroad Company.	1842.....	1848.....	July 1, 1854, main road; branch not completed.	New Albany and Michigan City; Gosport and Indianapolis branch.	288 miles main; 45 mls. branch	None.....	Main, \$7,029,494; branch to Lebanon, 600,000—7,629,497.
Knightstown and Shelbyville Railroad Company.	1846.....	1847.....	October, 1850.....	Knightstown and Shelbyville.	26 miles.....	None.....	188,000 00
Rushville and Shelbyville Railroad Company.	No return.....	1848.....	1850.....	Rushville and Shelbyville.	20 miles.....	None.....	120,000 00
Terre Haute and Richmond Railroad Company.	Jan. 26, 1847.	1847.....	February 16, 1852..	Terre Haute and Indianapolis.	73 miles.....	None.....	1,502,166 69

*Railroad Statistics of the United States—Indiana—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates and amount of interest paid.
* Cincinnati, Peru, and Chicago Railroad Company.	\$450,000 00	\$600,000 00	\$25,000 00	\$625,000 00	-----	-----	-----
† Cincinnati, Union, and Fort Wayne Railroad Company.	172,000 00	80,000 00	1,700 00	81,700 00	-----	-----	-----
Evansville and Crawfordsville Railroad Company.	935,388 95	1,103,800 00	139,468 65	1,243,268 65	\$243,970 42	\$107,908 52	6 per cent.; 6.10 per cent.
‡ Evansville, Indianapolis, and Cleveland Straight Line Railroad Company.	No money; the road is constructed payable in bonds and stock at par.	820,000 00	15,000 00	835,000 00	-----	-----	-----
¶ Fort Wayne and Southern Railroad Company.	900,000 00	390,000 00	75,000 00	No return.....	-----	-----	-----
§ Cincinnati and Fort Wayne Railroad Company.	234,616 09	2,000 00	26,773 95	28,773 95	-----	-----	-----
Indiana Central Railroad Company.	612,350 00	1,198,000 00	53,000 00	1,251,000 00	300,000 00	135,000 00	7 per cent. on \$600,000; 10 per cent. on \$598,000.
Indianapolis, Pittsburg, and Cleveland Railroad Company.	826,825 00	1,096,400 00	212,000 00	1,096,400 00 Floating debt provided for in 2d mortgage bonds.	226,058 65	133,048 00	Rate not given; \$62,952 paid.
¶ Junction Railroad Comp'ny	2,000,000 00	204,000 00	50,000 00	254,000 00	-----	-----	-----
** Indiana and Illinois Central Railway Company.	1,908,850 00	None .....	80,000 00	80,000 00	-----	-----	-----
Jeffersonville Railroad Company.	1,014,973 72	711,000 00	125,000 00	836,000 00	220,052 50	110,000 00	7 per cent., \$61,710 paid.
Madison and Indianapolis Railroad Company.	1,647,800 00	1,050,000 00	100,000 00	1,150,000 00	286,146 82	192,254 62	7 per cent., \$87,500 paid.

Martinsville and Franklin Railroad Company.	100,000 00	60,000 00	20,000 00	80,000 00	15,000 00	7,500 00	7 per cent., \$4,900 paid.
††Marion and Mississinnewa Valley Railroad Co.	333,000 00	\$40,000; 33,000 in dispute.	5,000 00	45,000 00	-----	-----	-----
New Albany and Salem Rail- road Company.	2,511,824 31	4,774,722 00	343,498 85	5,118,220 85	730,407 13	340,949 03	7 per cent., \$351,- 430 58.
††Knightstown and Shelby- ville Railroad Company.	75,000 00	113,000 00	None -----	113,000 00	-----	-----	-----
Rushville and Shelbyville Railroad Company.	50,000 00	40,000 00	10,000 00	50,000 00	15,000 00	No return -----	7 per cent., \$2,800 paid.
Terre Haute and Richmond Railroad Company.	974,800 00	675,400 00	None -----	675,400 00	227,512 54	97,809 28	7 per cent. -----

\* Road only partially finished; the part in operation not worked long enough to furnish statistics.

† Road not yet completed; no part in operation.

‡ Road not completed; no part yet in operation.

|| Road not completed; no part yet in operation.

§ Road not completed; no part yet in operation.

¶ Road not yet completed; but rapidly pushed on.

\*\* Road not yet completed; no part in operation,

†† Road has not been worked for nearly two years; efforts are now being made to relay the track with heavy T rail and operate thereon.



*Railroad Statistics of the United States—Indiana—Continued.*

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REPORT ON THE FINANCES.

Corporate name of company.	Net annual profits	Dividends.	Number of miles run by passenger trains per year.	Number of miles run by freight trains per year.	Number of through passengers per year.	Number of way passengers per year.	Number of tons through freight per year.
Cincinnati, Peru, and Chicago Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Cincinnati, Union, and Fort Wayne Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Evansville and Crawfordsville Railroad Company.	\$136,061 90	None; earnings applied to pay debts.	104,542	68,234	5,981	85,556	No return.....
Evansville, Indianapolis, and Cleveland Straight Line Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Fort Wayne and Southern Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Cincinnati and Fort Wayne Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Indiana Central Railroad Company	165,000 00	6 per cent.....	134,728	37,043	34,338	130,368	12,000
Indianapolis, Pittsburg, and Cleveland Railroad Company.	93,510 65	None .....	No return.....	-----	-----	-----	-----
Junction Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Indiana and Illinois Central Railway Company.	-----	-----	-----	-----	-----	-----	-----
Jeffersonville Railroad Company.	110,000 00	No return.....	124,404	126,925	28,454	68,574	78,000 way and through.
Madison and Indianapolis Railroad Company.	93,892 20	None .....	60,000	120,000	No return.....	-----	-----
Martinsville and Franklin Railroad Company.	7,500 00	None .....	16,276	Attached to passenger trains.	3,130	6,260	6,573

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Marion and Mississinewa Valley Railroad Co.							
New Albany and Salem Railroad Company.	389,458 10	None .....	209,104 00	180,308 00	No return.....	No return.....	No return.....
Knightstown and Shelbyville Railroad Company.							
Rushville and Shelbyville Railroad Company.	No return.....	No return.....	12,520 00	12,520 00	6,000 00	5,000 00	No return.....
Terre Haute and Richmond Railroad Company.	189,703 76	10 per cent.....	95,211 00	55,134 00	55,332 00	65,141 00	....do.....

*Railroad Statistics of the United States—Indiana—Continued.*

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Corporate name of company.	Number of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	Number of fatal casualties for the year.	Number of casualties not fatal for the year.
Cincinnati, Peru, and Chicago Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Cincinnati, Union, and Fort Wayne Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Evansville and Crawfordsville Railroad Company.	No return.....	4,250,646 passengers carried one mile.	No return.....	23 miles per hour.	13 miles per hour.	Two.....	One.....
Evansville, Indianapolis, and Cleveland Straight Line Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Fort Wayne and Southern Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Cincinnati and Fort Wayne Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Indiana Central Railroad Company.	.....	.....	.....	22 miles per hour.	12 miles per hour.	None.....	None.....
Indianapolis, Pittsburg, and Cleveland Railroad Company.	25,000	6,930,330 passengers carried one mile.	230,690 tons carried one mile.	22 miles per hour.	12 miles per hour.	One.....	Two.....
Junction Railroad Company.	.....	.....	.....	.....	.....	.....	.....
Indiana and Illinois Central Railway Company.	.....	.....	.....	.....	.....	.....	.....
Jeffersonville Railroad Company.	.....	No return.....	No return.....	25 miles per hour.	12 miles per hour.	No return.	No return.
Madison and Indianapolis Railroad Company.	Included in preceding.	.....	.....	20 miles per hour.	.....do.....	One.....	One.....
Martinsville and Franklin Railroad Company.	6,573	488,280 passengers carried one mile.	438,200 tons carried one mile.	8 miles per hour.	8 miles per hour.	None.....	None.....

REPORT ON THE FINANCES.

Marion and Mississinewa Railroad Valley Co.	No return.....	13,276,767 passengers carried one mile.	No return.....	20 miles per hour.	11 miles per hour.	2	Two .....
New Albany and Salem Rail- road Company.							
Knightstown and Shelbyville Railroad Company.							
Rushville and Shelbyville Railroad Company.	No return.....	No return.....	No return.....	10 miles per hour.	10 miles per hour.	None .....	None .....
Terre Haute and Richmond Railroad Company.		6,072,609 passengers car- ried one mile.		27 miles per hour.	13 miles per hour	None .....	None .....

## Railroad Statistics of the United States.

## ILLINOIS.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Chicago, Burlington, and Quincy Railroad Company.	Feb. 12, 1849..	Dec., 1849.....	Dec., 1854.....	Junction in Du Page county and Galesburg.	138 miles.....	None .....	Cost of road, and equipment of road, and 72 miles additionally worked, \$6,042,370 47.
Chicago and Milwaukee Railroad Company.	Feb. 17, 1851..	April 1, 1854..	May 1, 1855....	Chicago and Wisconsin State line.	45 miles.....	None .....	1,700,000 00
Chicago and Rock Island Railroad Company.	Feb., 1851 ....	April, 1852....	Feb., 1854.....	Main.—Chicago and R'k Island. Branch.—Bureau and Peoria.	181½ main ; 46½ branch.	None .....	6,048,235 13
Illinois Central Railroad Company.	Feb. 10, 1851..	May, 1851.....	Sept., 1856....	Main line —Cairo and La Salle.—Galena Branch —La Salle & Dunleitt.—Chicago branch.—Chicago & Centralia.	Miles. Main line.....308 Galena branch..146 Chicago branch..250 704	None .....	25,000,000 00
Galena and Chicago Railroad Company.	Jan. 16, 1836..	1848.	Dec., 1855.....	Main.—Chicago and Freeport; Beloit Branch; Fulton and Iowa branch.	Miles Main .....,121 Beloit branch....21 Fulton Branch..106 248	16 miles; 33 will be completed 1st May, 1857.	9,000,000 00

*Railroad Statistics of the United States.—Illinois—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repair.	Annual rates, and amount of interest paid.
Chicago, Burlington, and Quincy Railroad Company.	\$2,911,810 00	\$3,075,000 00	Nothing .....	\$3,075,000 00	\$1,269,001 29, exclusive of amount paid for use of other roads operated.	\$672,260 50	\$2,000,000 at 7 per ct.; \$1,074,000 at 8 per cent. (\$225,990 paid.)
Chicago and Milwaukee Railroad Company.	800,000 00	800,000 00	\$35,400 00	835,400 00	253,164 00	122,382 19	7 per cent.....
Chicago and Rock Island Railroad Company.	4,029,000 00	1,971,000 00	None .....	1,971,000 00	1,329,605 00	663,497 00	7 per cent.....
Illinois Central Railroad Company.	2,571,050 00	16,762,765 00	2,245,840 00	19,008,605 00	2,500,000 00	1,500,000 00	Average 7½ per ct. on \$25,000,000.
Galena and Chicago Railroad Company.	5,441,500 00	2,834,333 00	438,237 00	3,272,568 00	2,315,786 00	1,063,744 00	7 per ct. on bonds; 6 to 10 per cent. on floating debt.

*Railroad Statistics of the United States.—Illinois—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Chicago, Burlington, and Quincy Railroad Company.	\$596,740 79	Average 16 per cent.	No return.....	-----	-----	-----	-----
Chicago and Milwaukee Railroad Company.	131,781 81	10 per cent....	78,250	28,170	133,272	156,928	23,476
Chicago and Rock Island Railroad Company.	766,108 00	10 per cent....	1,048,681	No return.....	70,516	186,410	77,339
Illinois Central Railroad Company.	Ab't \$1,000,000	5 per cent. on stock paid in.	775,000	650,000	No return.....	No return.....	No return.....
Galena and Chicago Railroad Company.	1,252,042 00	22 per cent....	368,212	456,621	137,387	414,651	385,851

*Railroad Statistics of the United States.—Illinois—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one year.	Average speed of passenger trains.	Average speed of freight trains.	No. of total casualties for the year.	No. of casualties not fatal for the year.
Chicago, Burlington, and Quincy Railroad Company.	-----	-----	-----	25 miles per hour.	12 miles per hour.	None -----	None -----
Chicago and Milwaukee Railroad Company.	17,475	9,528,120 passengers carried one mile.	1,449,607 tons carried one mile.	23 miles per hour.	12 miles per hour.	Four -----	Four -----
Chicago and Rock Island Railroad Company.	127,922	For five months only in 1856, 12,643,053 passengers carried 1 mile.	No return -----	26 miles per hour.	13 miles per hour.	None -----	None -----
Illinois Central Railroad Company.	No return -----	No return -----	No return -----	25 miles per hour.	12 miles per hour.	No return -----	No return -----
Galena and Chicago Railroad Company.	329,959	30,791,207 passengers carried 1 mile.	40,913,166 tons carried one mile.	20 miles per hour.	12 miles per hour.	Ten -----	No return -----



*Railroad Statistics of the United States.*

## MICHIGAN.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Michigan Central Railroad Company.	March 28, 1846	1846, bought by present comp.	1852.	Detroit and Calumet, Ill., and Chicago.	169 miles	None	\$11,106,473 42
Iron Mountain Railroad Company.	February 22, 1855.	May 20, 1852.	Expected to be finished in 1857.	Marquette and iron mines in Lake Superior region.	25 miles, and 10 branches.	None	775,000 00

Corporate name of company.	Capital stock paid in.	Am't of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
Michigan Central Railroad Company.	\$6,033,432 00	\$5,408,063 00	\$1,098,759 72	\$6,506,823 05	\$2,878,321 06	\$1,571,817 99	8 per cent. .... (\$473,639 paid.)
*Iron Mountain Railroad Company.	-----	-----	-----	-----	-----	-----	-----

\* Road unfinished ; no further statistics furnished.

*Railroad Statistics of the United States—Michigan—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Michigan Central Railroad Company.	\$1,306,503 07	10 per cent ----	804,161	621,508	161,270	389,510	231,293 way and
Iron Mountain Railroad Company.	-----	-----	-----	-----	-----	-----	and through.

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Michigan Central Railroad Company	Included in preceding.	No return.....	No return.....	25 miles per hour.	10 miles p. hour	No return.....	No return.
Iron Mountain Railroad Company.	-----	-----	-----	-----	-----	-----	-----

*Railroad Statistics of the United States.*

WISCONSIN.

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Kenosha and Beloit Railroad Company.	March 4, 1853	July, 1856	December, 1857	Not returned.	70 miles	None	\$1,500,000 00
Mineral Point Railroad Company.	April 17, 1852	May, 1853	January 1, 1857	Mineral Point and Warren, Ill.	32 miles	None	1,040,000 00
Milwaukie and Hancon Railroad Company.	April 17, 1852	August, 1854	Expected to be completed in 1864.	Milwaukie and Superior city, main; Stevens' Point and St. Croix river, Berlin and Ontonagon, br.	Main—320 miles Br.—300 miles; 30 miles completed.	None	13,640,000 00
Racine and Mississippi Railroad Company.	April, 1852	October, 1852	90 miles now finished; balance will be in October, 1857.	Racine, Wis., and Savanna, on Mississippi riv., in Carroll county, Ill.	138 miles; 90 finished.	None	3,500,000 00
St. Croix and Lake Superior Railroad Company.	February 24, 1854	May, 1854	Expected to be completed in 1858.	Hudson, on St. Croix river, and Superior; Bayfield, La Pointe, branches.	136½ miles; 90 branches.	None	6,780,000 00
Wisconsin Central Railroad Company.	March 4, 1853	February, 1854	Contr'd to be completed to Portland in January, 1858.	Portage city and Genoa.	95 miles; 10 m's in operation.	None	1,900,000 00
Milwaukie and Superior Railroad Company.	March 4, 1856	August 11, 1856	Will be finished 120 miles to Green Bay by 1860; balance uncertain.	Milwaukie and head of Lake Superior.	380 miles	None	10,000,000 00

*Railroad Statistics of the United States—Wisconsin—Continued.*

Corporate name of company.	Capital stock paid in	Am't of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rate and amount of interest paid.
•Kenosha & Beloit Railroad Company.	\$300,000 00	\$35,000 00	-----	-----	-----	-----	-----
†Mineral Point Railroad Company.	365,834 26	640,000 00	None.....	\$640,000 00	-----	-----	-----
‡Milwaukie and Hanco Railroad Company.	555,000 00	420,000 00	None.....	420,000 00	-----	-----	-----
¶Racine and Mississippi Railroad Company.	2,500,000 00	680,000 00	\$235,000 00	915,000 00	-----	-----	-----
§St. Croix and Lake Superior Railroad Company.	500,000 00	None.....	75,000 00	75,000 00	-----	-----	-----
¶Wisconsin Central Railroad Company.	200,000 00	None.....	20,000 00	20,000 00	-----	-----	-----
••Milwaukie and Superior Railroad Company.	350,000 00	-----	-----	-----	-----	-----	-----

• No further statistics of the road have been furnished ; road not yet completed.

† No trains but construction trains running as yet ; no further statistics can be furnished.

‡ Road not completed ; 30 miles finished, but not worked long enough to furnish statistics.

¶ Road not completed ; the part finished has not been worked long enough to furnish statistics.

§ Road not yet finished ; no further statistics furnished.

¶ Road not finished ; and so far as it is completed, not worked long enough to furnish statistics.

•• No further statistics furnished.

*Railroad Statistics of the United States—Wisconsin—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Kenosha and Beloit Railroad Company.							
Mineral Point Railroad Company.							
Milwaukie and Hancon Railroad Company.							
Racine and Mississippi Railroad Company.							
St. Croix and Lake Superior Railroad Company.							
Wisconsin Central Railroad Company.							
Milwaukie and Superior Railroad Company.							

*Railroad Statistics of the United States—Wisconsin—Continued.*

Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried for one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal for the year.
Kenosha and Beloit Railroad Company.							
Mineral Point Railroad Company.							
Milwaukie and Hancon Railroad Company.							
Racine and Mississippi Railroad Company.							
St. Croix and Lake Superior Railroad Company.							
Wisconsin Central Railroad Company.							
Milwaukie and Superior Railroad Company.							

## IOWA.

*Railroad Statistics of the United States.*

Corporate name of company.	Date of charter.	Commenced.	Completed, or if not, when expected to be.	Termini of main road and branches.	Length of the main road and branches.	Length of the double track, if any.	Cost of the road completed, or estimated if not completed.
Burlington and Missouri River Railroad Co.	March 17, 1852.	July, 1855...	28 miles now in operation. Balance to be compl'd in 1864.	Burlington and mouth of Platte river.	275 miles. (28 miles worked.)	None .....	Est'd \$5,000,000.
Dubuque and Pacific Railroad Company.	April 28, 1853	July 1, 1854..	Expected to be completed in 9 years.	Dubuque & Sioux City.	320 miles.....	None .....	Est'd \$10,000,000.
Mississippi and Missouri Railroad Company.	Dec. 22, 1852..	1853.	67 miles now worked. Remainder of road uncertain when will be.	Davenport, on the Mississippi, and Council Bluffs, on the Missouri. Oskaloosa branch.	300 miles main, 107 branch—total 407. (67 ms. worked.)	None .....	Estimate not yet comple'd. (About \$10,000,000.)
Iowa Central Air Line Railroad Company.	May 2, 1853 ---	1856.	Expected to be completed in 1861.	From Mississippi river across the State of Iowa on the 32° parallel of latitude.	330 miles.....	None .....	Est'd \$10,000,000.
Iowa Southern Tier Railroad Company.	Sept. 16, 1853..	April 21, 1855	68 miles to be completed in Decem'r, 1858. Not known when the remainder will be.	Fort Madison, on the Mississippi, to Nebraska City, on the Missouri river.	250 miles.....	None .....	Esti'd \$6,000,000.
Philadelp'a, Fort Wayne, and Platte River Air Line Railroad Company.	February, 1853.	1855.	42 miles contracted to be finished in 1857. Uncertain when remainder will be finished.	Tool's Landing, on the Mississippi river, and Council Bluffs, on the Missouri river.	273 miles.....	None .....	\$7,000,000

*Railroad Statistics of the United States.—Iowa—Continued.*

Corporate name of company.	Capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Aggregate amount of debt.	Annual receipts.	Amount of operating expenses, including repairs.	Annual rates and amount of interest paid.
●Burlington and Missouri River Railroad Co.	\$500,000 00	\$350,000 00	\$100,000 00	\$450,000 00	-----	-----	-----
†Dubuque and Pacific Railroad Company.	460,000 00	150,000 00	None -----	150,000 00	-----	-----	-----
†Mississippi and Missouri Railroad Company.	1,250,000 00	1,000,000 00	None -----	1,000,000 00	-----	-----	-----
§Iowa Central Air Line Railroad Company.	Not returned. The road is the recipient of 1,000,000 acres of public lands.	-----	-----	-----	-----	-----	-----
Iowa Southern Tier Railroad Company.	50,946 23	None -----	9,066 17	9,066 17	-----	-----	-----
Philadelp'a, Fort Wayne, and Platte River Air Line Railroad Company.	115,000 00	None -----	35,000 00	35,000 00	-----	-----	-----

● Road not completed. The part finished not operated a sufficient length of time to furnish working statistics.

† Road not completed. No further statistics furnished.

† Road not completed. The part in operation (67 miles) has been worked but four months; in that time the receipts were \$135,000, and working expenses about 40 per cent.

§ Road not yet completed. No statistics yet furnished.

|| Road not completed. No part in operation.



*Railroad Statistics of the United States.—Iowa—Continued.*

Corporate name of company.	Net annual profits.	Dividends.	No. of miles run by passenger trains per year.	No. of miles run by freight trains per year.	No. of through passengers per year.	No. of way passengers per year.	No. of tons of through freight per year.
Burlington and Missouri River Railroad Company.							
Dubuque and Pacific Railroad Company.							
Mississippi and Missouri Railroad Company.							
Iowa Central Air Line Railroad Company.							
Iowa Southern Tier Railroad Company.							
Philadelphia, Fort Wayne, & Platte River Air Line Railroad Company.							

*Railroad Statistics of the United States—Iowa—Continued.*

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Corporate name of company.	No. of tons of way freight per year.	Mileage of passengers carried during the year, or the equivalent number of passengers carried one mile.	Mileage of freight carried during the year, or the equivalent number of tons carried for one mile.	Average speed of passenger trains.	Average speed of freight trains.	No. of fatal casualties for the year.	No. of casualties not fatal, for the year.
Burlington and Missouri River Railroad Company.	-----	-----	-----	20 miles per h'r.	15 miles per h'r.	None -----	None -----
Dubuque and Pacific Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Mississippi and Missouri Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Iowa Central Air Line Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Iowa Southern Tier Railroad Company.	-----	-----	-----	-----	-----	-----	-----
Philadelphia, Fort Wayne, and Platte River Air Line Railroad Company.	-----	-----	-----	-----	-----	-----	-----

*Railroads from which no returns of Statistics have been received.*

MAINE.

Androscoggin.  
Penobscot and Kenebec.

NEW HAMPSHIRE.

Manchester and Lawrence.  
Contoocook Valley.  
Cheshire.  
Ashuelott.  
Nashua and Lowell.  
White Mountain.

VERMONT.

Rutland and Whitehall.

MASSACHUSETTS.

Agricultural Branch.  
Essex.  
Milford and Woonsocket.  
Newburyport.

NEW YORK.

Champlain and St. Lawrence.  
Clifton and South Clifton.  
Lake Ontario and New York.  
Plattsburg and Montreal.

NEW JERSEY.

Trenton and New Brunswick.  
Camden and Amboy, (partially.)  
West Jersey.

PENNSYLVANIA.

No accurate list of railroads in this State could be obtained.  
Philadelphia and Trenton Railroad Company refused to furnish any information.

MARYLAND.

Baltimore and Philadelphia Central.  
Western Maryland.

VIRGINIA.

Roanoke Valley.

## SOUTH CAROLINA.

Savannah Valley.

## GEORGIA.

Union Point and Athens.

Washington Branch.

Muscogee.

Western and Atlantic.

## ALABAMA.

Montgomery and Pensacola.

Girard and Mobile.

Gainesville and Tuscaloosa.

## FLORIDA.

Tallahassee.

## TEXAS.

Harrisburg.

Galveston, Houston and Henderson.

Houston and Harrisburg.

Mexican Gulf and San Antonio.

Mexican Gulf and Henderson.

Southern Pacific.

## ARKANSAS.

Mississippi, Ouachita and Red River.

Little Rock and Memphis.

Little Rock and Fort Smith.

## TENNESSEE.

Mississippi and Tennessee.

Memphis and Ohio.

Mississippi Central and Tennessee.

Northwestern.

Nashville and Chattanooga.

Tennessee and Alabama.

East Tennessee and Virginia.

Knoxville and Charleston.

Knoxville and Kentucky.

Western and Charleston.

Cleveland and Chattanooga.

Edgefield and Kentucky.

Southwestern.

Winchester and Alabama.

Nashville and Northwestern.

## KENTUCKY.

Henderson and Nashville.  
 Maysville and Big Sandy.  
 Maysville and Lexington.

## OHIO.

Cincinnati and Chicago.  
 Cincinnati, Wilmington and Zanesville.  
 Cleveland and Pittsburg.  
 Columbus and Hocking Valley.  
 Greenville and Miami.  
 Ohio and Pennsylvania.

## INDIANA.

Lafayette and Indianapolis.  
 Edinburg and Shelbyville.  
 Cleveland and St. Louis.  
 Columbus and Shelbyville.

## ILLINOIS.

No list of railroads in this State could be obtained.

## MICHIGAN.

Michigan, Southern and Northern Indiana.  
 Erie and Kalamazoo.  
 Jackson Union.  
 Saginaw and Lansing.  
 Detroit and Milwaukee.  
 Port Huron and Milwaukee.  
 Grand Rapids and Southern.  
 Schoolcraft and Three Rivers.  
 Detroit, Monroe and Toledo.  
 Grand Rapids.

## WISCONSIN.

Milwaukee and Mississippi.  
 Chicago, Fond du Lac and St. Paul.  
 Beloit and Madison.  
 Milwaukee and Watertown.  
 Madison and Watertown.  
 La Crosse and Milwaukee.  
 Green Bay, Milwaukee and Chicago.  
 Fox River Valley.  
 Beaver Dam and Baraboo.

IOWA.

Des Moines Navigation and Railroad Company.  
 Fort Madison, West Point and Bloomfield.  
 Keokuk, Fort Des Moines and Minnesota.  
 Keokuk, Mount Pleasant and Muscatine.

CALIFORNIA.

No returns.

RECEIVED DEPARTMENT OF THE TREASURY

GENERAL SUMMARY OF RAILROAD STATISTICS.

States.	Miles completed.	Miles unfinished.	Am't of capital stock paid in.	Amount of bonds issued.	Amount of floating debt.	Estimated cost when completed.	Receipts.
Maine.....	586	38½	\$8,614,358	\$7,776,500	\$1,202,744	\$18,152,619	\$1,714,512
New Hampshire.....	388	-----	8,612,445	3,246,497	958,821	12,402,026	1,329,027
Vermont.....	542	-----	12,229,021	9,985,852	1,606,990	29,098,267	1,729,454
Massachusetts.....	1,754½	168½	48,361,450	16,403,860	3,976,425	71,111,323	9,588,878
Rhode Island.....	241	-----	5,302,910	2,799,430	609,897	8,425,565	863,442
Connecticut.....	659	-----	11,354,107	6,310,550	443,147	23,463,956	2,694,478
New York.....	3,226	1,097	66,775,053	72,606,430	4,994,058	154,649,016	20,572,205
New Jersey.....	445	120	11,399,456	5,309,400	1,302,610	22,586,293	3,450,756
Pennsylvania.....	2,100	753	62,693,265	32,443,475	4,486,591	116,587,190	12,486,286
Delaware.....	116	8	345,000	600,000	15,000	1,093,000	-----
Maryland.....	433½	158½	13,615,902	9,828,239	-----	26,811,726	4,848,004
Virginia.....	920	790	18,810,831	7,071,590	1,452,626	44,497,482	1,981,009
North Carolina.....	653	590	8,392,426	2,009,222	2,897,761	18,392,000	1,317,969
South Carolina.....	610½	467	10,068,423	5,156,140	976,320	22,740,225	2,222,400
Georgia.....	904½	499	19,562,386	1,634,467	20,000	27,761,078	4,494,102
Florida.....	-----	565	92,300	-----	-----	4,944,000	-----
Alabama.....	390½	1,000	5,183,477	2,466,783	1,919,769	29,762,860	729,128
Mississippi.....	222	638	8,162,640	-----	1,078,003	19,065,000	315,471
Louisiana.....	95	509	3,759,487	500,000	389,965	14,425,000	200,000
Texas.....	25	360	250,000	300,000	25,000	11,580,000	62,000
Arkansas.....	-----	511	890,675	-----	14,663	8,785,743	-----
Tennessee.....	233	319	5,243,825	3,545,800	507,961	11,225,963	526,517
Kentucky.....	269	375	7,817,363	2,873,421	870,735	17,721,723	736,311
Missouri.....	205	876	5,913,285	11,170,000	1,052,045	42,784,301	163,094
Ohio.....	2,233	1,992	46,205,860	52,016,234	3,765,583	143,221,656	6,287,625

Indiana .....	911½	975	14,797,428	12,957,922	1,267,941	43,060,794	2,324,148
Illinois .....	1,379	33	15,753,360	25,443,098	2,719,477	47,790,805	7,667,556
Michigan .....	169	35	6,033,432	5,408,063	1,098,760	•11,881,473	2,878,321
Wisconsin .....	130	1,431½	4,770,834	1,775,000	330,000	38,360,000	-----
Iowa .....	95	1,760	2,375,947	1,500,000	144,066	48,000,000	-----
Total .....	19,936½	16,069	433,286,946	303,137,973	40,126,958	1,090,381,114	91,182,693



## GENERAL SUMMARY—Continued.

States.	Working expenses.	Net profits.	Number of passengers carried, (way and through.)	Mileage of passenger trains.	Number of passengers carried one mile.	Tons of freight carried, (way and through.)	Number of tons carried one mile.
Maine.....	\$1,000,000	\$714,512	1,040,373	595,309	9,040,552	470,866	1,337,464
New Hampshire.....	801,721	527,803	475,471	364,544	11,745,865	598,754	25,565,221
Vermont.....	1,251,047	314,464	527,419	583,580	17,089,713	406,684	29,159,719
Massachusetts.....	5,912,944	3,672,384	11,695,636	3,427,798	194,203,501	3,434,266	112,265,918
Rhode Island.....	485,718	335,025	661,376	396,903	13,088,850	115,222	5,862,988
Connecticut.....	1,500,484	1,168,237	2,211,404	1,066,489	47,942,947	247,673	16,928,444
New York.....	11,644,694	8,571,188	28,920,260	10,427,455	378,651,201	101,504,223	2,326,149,484
New Jersey.....	1,820,750	1,476,043	3,681,685	737,670	44,777,030	265,595	6,343,633
Pennsylvania.....	5,508,851	6,961,073	4,356,620	2,084,187	109,015,954	7,463,803	355,370,697
Delaware.....							
Maryland.....	2,606,998	2,240,956	651,607	795,598	36,357,073	833,957	194,019,210
Virginia.....	1,225,023	940,987	575,602	940,577	11,413,128	248,005	6,541,726
North Carolina.....	684,985	632,885	269,049	732,180	5,102,500	535,800	24,200,000
South Carolina.....	1,026,356	1,196,034	244,043	395,504	22,984,320	288,773	32,296,392
Georgia.....	2,111,854	2,422,248	532,069	1,376,363	14,958,134	346,591	23,970,930
Florida.....							
Alabama.....	334,749	393,958	131,534	213,702	6,596,754	52,504	2,685,790
Mississippi.....	223,542	91,929	76,211	99,029	2,558,007	50,302	2,570,697
Louisiana.....	100,000	100,000	57,000	50,000	1,560,000	40,000	2,760,000
Texas.....			15,000	18,250	375,000	15,000	375,000
Arkansas.....							
Tennessee.....	215,973	290,864					
Kentucky.....	369,718	366,593	273,379	264,563	11,076,241	164,309	7,201,587
Missouri.....	128,962	34,132	115,003	75,214	3,115,428	45,464	1,409,294
Ohio.....	3,039,841	3,239,786	2,455,314	2,350,447	88,238,293	3,541,748	181,480,595

Indiana .....	1,124,469	1,185,127	494,614	756,785	31,018,632	128,146	668,890
Illinois .....	4,021,884	3,746,673	1,099,164	2,270,143	52,962,370	962,020	42,362,773
Michigan .....	1,571,818	1,306,503	550,780	804,161	-----	231,293	-----
Wisconsin .....	-----	-----	-----	-----	-----	-----	-----
Iowa .....	-----	-----	-----	-----	-----	-----	-----
Total .....	48,712,381	41,929,404	61,110,613	30,826,450	1,113,871,493	121,990,998	3,401,526,452

These statistics are chiefly compiled from the returns for the year 1855. For any apparent discrepancies in aggregates, refer to the general synoptical tables of State returns.

## No. 83.

*Statement showing the United States, State, cities, counties, towns, bank, &c., stocks and bonds, held at home and abroad.*

	Total.	Held by foreigners.
United States stocks .....	\$30,737,129	\$15,000,000
State stocks .....	190,718,221	72,931,507
113 cities and towns (bonds) .....	79,352,149	16,462,322
347 counties (bonds) .....	13,928,369	5,000,000
985 banks (stocks) .....	266,724,955	6,688,996
75 insurance companies (stocks) .....	12,829,730	378,172
360 railroad companies (stocks) .....	433,286,946	9,000,000
Do.....do.....(bonds) .....	303,137,973	73,871,000
16 canal and navigation companies (stocks) .....	35,888,918	554,900
Do.....do.....do.....(bonds) .....	22,130,569	1,967,547
15 miscellaneous companies (stocks) .....	16,425,612	802,720
Do.....do.....(bonds) .....	2,358,323	265,773
Total .....	1,407,518,894	202,922,937

No. 84.

*Statement exhibiting the cost of the Mint of the United States and its several branches, from the date of the establishment of each, to June 30, 1856; also, the cost of the assay office at New York, the value of gold and silver coined during the same period, and the cost of coinage.*

## MINT AT PHILADELPHIA.

Years.	Salaries of officers and clerks.	Pay of laborers in the Mint.	Incidental and contingent expenses and repairs, including waste of gold and silver.	Extending the Mint establishment, machinery, and apparatus for the same.	Total.
From Jan. 1, 1794 to Dec. 31, 1830	\$364,163 11		\$990,280 57	\$108,666 67	1,463,110 35
1831	9,600 00	\$14,600 00	29,420 00	41,308 13	94,928 13
1832	9,750 00	19,870 00	44,125 00	37,500 00	111,245 00
1833	12,575 00	15,000 00	25,134 22	11,000 00	63,709 22
1834	10,600 00	20,820 00	77,520 00	5,000 00	113,940 00
1835	10,600 00	23,000 00	76,856 00		110,456 00
1836	13,900 00	21,000 00	144,100 00	20,000 00	199,000 00
1837	19,700 00	24,000 00	30,000 00	10,000 00	83,700 00
1838			8,100 00	10,000 00	18,100 00
1839	40,800 00	24,600 00	8,000 00	3,000 00	76,400 00
1840	20,400 00	36,000 00	18,300 00	3,000 00	77,700 00
1841	18,900 00	16,300 00	11,695 61		46,895 61
1842	19,200 00	31,700 00	10,500 00		61,400 00
To June 30, 1843	9,600 00	12,000 00	3,000 00		21,900 00
1844	19,200 00	24,000 00	9,800 00		53,000 00
1845	19,200 00	24,000 00	11,273 00		54,473 00
1846	19,200 00	24,000 00	4,300 00		47,500 00
1847	19,200 00	24,000 00	6,300 00		49,500 00
1848	19,200 00	24,000 00	1,200 00		44,400 00
1849	19,200 00	24,000 00	10,100 00		53,300 00
1850	18,400 00	24,000 00	23,490 00	7,000 00	72,890 00
1851	21,000 00	32,000 00	26,534 75	13,600 00	93,134 75
1852	21,000 00	47,000 00	1,430 80		69,430 80
1853	15,750 00	37,500 00	19,050 00		72,300 00
1854	27,450 00	84,500 00	48,050 00		160,000 00
1855	27,900 00	72,000 00	112,050 00	18,955 36	230,905 36
1856	27,900 00	50,000 00	70,404 39	105,670 50	253,974 89
	834,388 11	749,890 00	1,818,314 34	394,700 66	3,797,293 11

NOTE.—Per-centage of cost of coinage..... \$0.01  $\frac{228}{1000}$

## STATEMENT—Continued.

BRANCH MINT AT CHARLOTTE, N. C.

Years.	Salaries of officers and clerks.	Pay of laborers in the branch Mint.	Incidental and contingent expenses and repairs, including waste of gold and silver.	Buildings and machinery, including apparatus, tools, and implements.	Total.
From Jan. 1, 1794 to Dec. 31, 1830					
1831					
1832					
1833					
1834					
1835				\$1,600 00	\$1,600 00
1836				27,000 00	27,000 00
1837	\$10,466 66	\$1,500 00	\$5,500 00	32,062 58	49,529 24
1838	5,500 00	3,600 00	4,400 00	3,500 00	17,000 00
1839	7,500 00	3,600 00	6,100 00	2,250 00	19,450 00
1840	7,500 00	3,500 00	2,500 00	449 62	13,949 62
1841	4,500 00	2,400 00	1,100 00		8,000 00
1842	7,500 00	4,450 00	2,500 00		14,450 00
To June 30, 1843	1,500 00	800 00			2,300 00
1844	7,600 00	4,450 00	1,500 00		13,450 00
1845	4,666 66	1,984 00		5,000 00	11,650 66
1846	3,291 67		1,000 00	17,500 00	11,791 67
1847	6,750 00	3,500 00	2,000 00	9,072 97	21,322 97
1848	6,000 00	3,500 00	2,100 00		11,600 00
1849	6,000 00	3,500 00	2,100 00		11,600 00
1850	6,000 00	3,500 00	2,100 00		11,600 00
1851	6,000 00	3,075 00			9,075 00
1852	6,000 00	3,500 00	1,125 00		10,625 00
1853	6,000 00	3,500 00	1,150 00		10,650 00
1854	6,000 00	3,500 00	1,250 00		10,750 00
1855	6,000 00	3,500 00	2,700 00		12,200 00
1856	6,000 00	3,500 00	1,500 00	1,140 40	12,040 40
	110,674 99	60,859 00	40,625 00	99,575 57	311,734 56

## STATEMENT—Continued.

BRANCH MINT AT DAHLONEGA, GEORGIA.

Years.	Salary of officers and clerks.	Pay of laborers.	Incidental and con- tingent expenses, including waste of gold and silver.	Building and ma- chinery, including apparatus.	Total.
From Jan. 1, 1794 to Dec. 31, 1830	-----	-----	-----	-----	-----
1831	-----	-----	-----	-----	-----
1832	-----	-----	-----	-----	-----
1833	-----	-----	-----	-----	-----
1834	-----	-----	-----	-----	-----
1835	-----	-----	-----	\$1,500 00	\$1,500 00
1836	-----	-----	-----	21,500 00	21,500 00
1837	\$3,954 16	\$1,500 00	\$5,450 00	22,630 00	33,534 16
1838	8,750 00	3,000 00	3,550 00	7,500 00	22,800 00
1839	4,500 00	2,900 00	1,000 00	11,094 17	19,494 17
1840	7,000 00	3,036 00	3,000 00	2,000 00	15,036 00
1841	5,430 00	2,160 00	560 00	2,644 33	10,794 33
1842	5,977 55	2,880 00	1,460 00	-----	10,317 55
To June 30, 1843	1,500 00	1,200 00	-----	720 00	3,420 00
1844	7,500 00	3,600 00	1,825 00	-----	12,925 00
1845	6,000 00	2,880 00	1,450 00	-----	10,330 00
1846	6,000 00	3,420 00	3,200 00	-----	12,620 00
1847	6,000 00	3,600 00	2,500 00	-----	12,100 00
1848	4,500 00	2,700 00	1,250 00	-----	8,450 00
1849	6,000 00	3,600 00	750 00	-----	10,350 00
1850	6,000 00*	3,600 00	-----	-----	9,600 00
1851	6,000 00	3,600 00	400 00	-----	10,000 00
1852	6,000 00	3,600 00	1,200 00	-----	10,800 00
1853	6,000 00	3,600 00	1,600 00	-----	11,200 00
1854	6,800 00	3,866 47	1,604 78	-----	12,271 25
1855	6,000 00	3,240 00	1,880 00	-----	11,120 00
1856	6,000 00	2,880 00	940 00	-----	9,820 00
	115,911 71	60,862 47	33,619 78	69,588 50	279,982 46

## REPORT ON THE FINANCES.

## STATEMENT—Continued.

BRANCH MINT AT NEW ORLEANS, LOUISIANA.

Years.	Salaries of officers and clerks.	Pay of laborers.	Incidental and con- tingent expenses, including waste of gold and silver.	Building and ma- chinery, including apparatus.	Total.
From Jan. 1, 1794 to Dec. 31, 1830	-----	-----	-----	-----	-----
1831	-----	-----	-----	-----	-----
1832	-----	-----	-----	-----	-----
1833	-----	-----	-----	-----	-----
1834	-----	-----	-----	-----	-----
1835	-----	-----	-----	\$80,000 00	\$80,000 00
1836	-----	-----	-----	80,000 00	80,000 00
1837	\$10,455 22	\$2,200 00	\$2,900 00	73,500 00	89,055 22
1838	5,444 78	20,555 22	11,000 00	46,010 00	83,010 00
1839	19,225 00	17,000 00	35,275 00	13,500 00	85,000 00
1840	11,700 00	17,580 00	16,500 00	21,163 68	66,943 68
1841	14,194 30	19,100 00	20,400 00	42 00	53,736 30
1842	12,900 00	14,320 00	17,300 00	2,672 87	47,192 87
To June 30, 1843	6,450 00	10,000 00	8,000 00	-----	24,450 00
1844	12,900 00	18,700 00	15,000 00	-----	46,600 00
1845	12,900 00	16,500 00	33,000 00	4,000 00	66,400 00
1846	12,691 21	16,351 50	23,000 00	-----	52,042 71
1847	12,900 00	17,000 00	21,000 00	1,000 00	51,900 00
1848	12,900 00	19,500 00	19,100 00	3,500 00	55,000 00
1849	12,677 78	15,000 00	26,000 00	3,000 00	56,677 78
1850	12,900 00	18,200 00	42,800 00	-----	73,900 00
1851	17,300 00	30,800 00	23,777 00	13,000 00	84,877 00
1852	17,300 00	33,500 00	48,647 22	-----	99,447 22
1853	17,300 00	29,625 00	46,465 40	10,000 00	103,390 40
1854	17,300 00	34,000 00	68,000 00	-----	119,300 00
1855	17,700 00	30,500 00	44,500 00	14,000 00	106,700 00
1856	17,700 00	30,000 00	32,000 00	33,000 00	112,700 00
	274,838 29	410,431 72	554,664 62	398,388 55	1,638,323 18

## STATEMENT—Continued.

BRANCH MINT AT SAN FRANCISCO.

Years.	Salaries of officers and clerks.	Pay of laborers.	Incidental and con- tingent expenses, including waste of gold and silver.	Cost of establishing branch mint.	Total.
From Jan. 1, 1794 to Dec. 31, 1830					
1831					
1832					
1833					
1834					
1835					
1836					
1837					
1838					
1839					
1840					
1841					
1842					
1843					
1844					
1845					
1846					
1847					
1848					
1849					
1850					
1851					
1852	\$5,000 00				\$5,000 00
1853	7,500 00			\$1,040 02	8,540 02
1854	6,125 00	\$10,000 00	\$25,129 10	298,399 59	339,653 69
1855	41,624 98	85,452 98	95,070 90	560 39	222,709 25
1856	30,500 01	109,999 99	20,000 00		160,500 00
	90,749 99	205,452 97	140,200 00	300,000 00	736,402 96



## REPORT ON THE FINANCES.

## STATEMENT—Continued.

## ASSAY OFFICE AT NEW YORK.

Years.	Salaries of officers and clerks.	Pay of laborers.	Incidental and con- tingent expenses, including waste of gold and silver.	Cost of establishing assay office.	Total.
From Jan. 1, 1794 to Dec. 31, 1830					
1831					
1832					
1833					
1834					
1835					
1836					
1837					
1838					
1839					
1840					
1841					
1842					
1843					
1844					
1845					
1846					
1847					
1848					
1849					
1850					
1851					
1852					
1853					
1854				\$80,736 53	\$80,736 53
1855	\$28,500 00	\$30,000 00	\$60,300 00	619,520 12	738,320 12
1856	14,400 00	30,000 00	29,967 50	-----	74,367 50
	42,900 00	60,000 00	90,267 50	700,256 65	893,424 15

## STATEMENT—Continued.

Years.	Total cost of coinage.	Coinage of gold and silver.
From January 1, 1794 to December 31, 1830.....	\$1,463,110 35	\$37,096,112 90
1831.....	94,928 13	3,889,870 00
1832.....	111,245 00	3,377,435 00
1833.....	63,709 22	3,737,550 00
1834.....	113,940 00	7,369,272 00
1835.....	193,556 00	5,629,178 00
1836.....	327,500 00	7,741,800 00
1837.....	255,818 62	3,244,315 00
1838.....	140,910 00	4,124,845 00
1839.....	200,344 17	3,474,396 00
1840.....	173,629 30	3,402,980 00
1841.....	119,426 24	2,217,972 50
1842.....	133,360 42	4,158,920 50
To June 30, 1843.....	52,070 00	12,025,037 50
1844.....	125,975 00	7,663,780 00
1845.....	142,853 66	5,629,647 50
1846.....	123,954 38	6,592,757 50
1847.....	134,822 97	22,595,835 00
1848.....	119,450 00	5,815,562 50
1849.....	131,927 78	11,122,711 50
1850.....	167,990 00	33,847,838 50
1851.....	197,086 75	63,388,889 50
1852.....	195,303 02	57,845,597 50
1853.....	206,080 42	64,291,477 94
1854.....	722,711 47	60,713,865 47
1855.....	1,321,954 73	44,060,302 93
1856.....	623,502 79	52,479,116 40
	7,657,160 42	537,537,066 64

F. BIGGER, *Register*.TREASURY DEPARTMENT,  
*Register's Office, November 25, 1856.*

## No. 85.

## GOLD, SILVER, AND BANK NOTES.

*Statement of the amount of gold and silver supposed to be in circulation, of the amount supposed to be in the banks, of the whole amount supposed to be in the country, and of the amount of bank notes in circulation in different years, according to the authorities quoted in the margin.*

Years.	Specie in circulation.	Specie in the banks.	Total of specie in the country.	Bank notes in circulation.	Authorities.
	Millions.	Millions.	Millions.	Millions.	
1790.....			9	2½	Blodget.....
1791.....			16	9	do.....
1792.....			18	11½	do.....
1793.....			20	11	do.....
1794.....			21½	11. 6	do.....
1795.....			19	11	do.....
1796.....			16½	10½	do.....
1797.....			16	10	do.....
1798.....			14	9	do.....
1799.....			17	10	do.....
1800.....			17½	10½	do.....
1801.....			17	11	do.....
1802.....			16½	10	do.....
1803.....			16	11	do.....
1804.....			17½	14	do.....
1805.....			18	15	do.....
1806.....			18½	17	do.....
1807.....			20	18	do.....
1808.....					
1809.....					
1810.....					
1811.....		15. 4		28 to 30	Gallatin.....
1812.....					
1813.....					
1814.....					
1815.....		17		45 to 47	Gallatin.....
1816.....	7½	19	26½	68 to 70	Gallatin.....
1817.....					
1818.....					
1819.....					
1820.....		19. 8		44. 8	Gallatin.....
1821.....					
1822.....					
1823.....					
1824.....					
1825.....					
1826.....					
1827.....					
1828.....					
1829.....					
1830.....	10	22. 1	32. 1	61	Gallatin.....

## STATEMENT—Continued.

Years.	Specie in circulation.	Specie in the banks.	Total of specie in the country.	Bank notes in circulation.	Authorities.
	<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>	
1831.....					
1832.....					
1833.....					
1834.....				94	Congressional reports.....
1835.....				103	Treasury report.....
1836.....	25	40	65	140	Woodbury.....
1837.....	35	38	73	149	do.....
1838.....	52½	35	87½	116	do.....
1839.....	42	45	87	135	Hazard, Commercial Register.
1840.....	50	33	83	107	Woodbury.....
1841.....	35 to 45	35	70 to 80	107	Gouge, Journal of Banking.
1842.....		28.4		83.7	
1843.....		33½		58.5	
1844.....	50	50	100	75	Hunt, Merchant's Magazine.
1845.....	52	44	96	90	Estimates.....
1846.....	55	42	97	105½	do.....
1847.....	85	35	120	105½	do.....
1848.....	66	46	112	128½	do.....
1849.....	77	43	120	114.7	do.....
1850.....	109	45	154	131	do.....
1851.....	138	48	186	155	do.....
1852.....			204		do.....
1853.....			236		do.....
1854.....	191	59	250	204.6	do.....
1855.....		54		187	do.....

*Mem.*—The amounts of specie in the banks and of bank notes in circulation from 1835 to 1855, inclusive, have been taken from the annual treasury reports on the condition of the banks. The amount of specie supposed to be in circulation in different years is according to the authorities quoted in the margin. The estimates are from Doc. 34, (page 280,) appended to the Report on Finances of December 4, 1854, except that for 1855, which has been completed from data more lately received.

## No. 86.

*Statement of the number and amount of condemnations of imported goods, for frauds on the revenue, in the district of New York, for each fiscal year, under the tariff act of 1842, and of those under the tariff act of 1846.*

No. of cases.	Description of goods.	Amount.	Period.
3	Watches, &c.....	\$3,343 25	From August 30, 1842, to June 30, 1843.
1	Cigars.....	421 88	
1	Cloths, &c.....	5,559 85	
1	Thread.....	2,605 48	
1	Drills.....	5,910 50	
1	Jewelry, &c.....	2,858 00	
1	Leather gloves.....	348 00	
2	Bonnet frames.....	1,400 99	
11		22,448 95	
2	Watches.....	1,683 88	Fiscal year ending June 30, 1844.
2	Cloths, &c.....	17,508 94	
1	Worsted goods.....	10,519 85	
1	Cotton goods.....	1,053 16	
1	Jewelry, &c.....	816 00	
2	Hardware.....	1,927 44	
1	Sugar, &c.....	335 08	
1	Fancy goods.....	63 25	
11		33,907 60	
1	Cloths, &c.....	4,779 50	Year ending June 30, 1845.
2	Embroideries.....	6,671 65	
1	Silver plated ware.....	2,672 50	
1	Carpeting.....	1,600 26	
1	Sugar.....	594 35	
3	Toys, &c.....	3,275 07	
1	Bronze powders.....	720 00	
1	Cotton yarn.....	1,134 00	
2	Miscellaneous.....	868 42	
13		22,315 75	
1	Cloths, &c.....	2,493 25	Year ending June 30, 1846.
1	Embroideries.....	340 52	
2	Silk and cotton goods.....	737 48	
1	Cotton yarn.....	250 00	
1	Rags.....	1,570 90	
1	Cigars.....	189 79	
7		5,581 94	
1	Silk and cotton.....	948 00	Year ending June 30, 1847.
1	Cashmere shawls.....	432 42	
1	Lead pencils, &c.....	248 63	
3		1,629 05	
<i>Tariff of 1846.</i>			
1	Embroideries.....	1,162 50	Year ending June 30, 1848.
1	Silk shawls.....	298 32	
1	Jewelry.....	272 64	
1	Wine.....	269 50	

## STATEMENT—Continued.

No. of cases.	Description of goods.	Amount.	Period.
1	Engravings .....	\$41 35	Year ending June 30, 1848.
5		2, 044 31	
1	Corsets .....	944 81	Year ending June 30, 1849.
2	Cigars .....	1, 327 97	Year ending June 30, 1850.
1	Brandy .....	568 80	
2	Silk velvets .....	416 35	
1	Diamonds .....	608 00	
6		2, 921 12	
2	Embroideries .....	3, 890 75	Year ending June 30, 1851.
1	Ginghams .....	987 57	
2	Cigars .....	872 88	
1	Porter .....	42 55	
1	Watches <sup>o</sup> } \$100		
1	Engravings <sup>o</sup> }		
8		5, 793 75	
4	Embroideries .....	1, 380 19	Year ending June 30, 1852.
1	Manufactures of cotton .....	2, 687 80	
1	Paper, &c. ....	8, 074 00	
1	Glassware, &c. ....	8, 057 50	
1	Diamonds .....	2, 000 00	
1	Silver plated ware .....	293 50	
1	Guns, pistols, &c. ....	416 49	
1	Port wine .....	466 95	
11		23, 376 43	
3	Cigars .....	3, 555 15	Year ending June 30, 1853.
5	Watches .....	1, 580 23	
1	Beads, &c. ....	2, 707 86	
1	Feathers, &c. ....	315 73	
1	Engravings .....	253 90	
1	Hardware .....	295 25	
1	Porcelain figures .....	217 37	
2	Embroideries .....	789 17	
2	Diamonds and jewelry .....	2, 188 80	
1	Violin strings .....	536 17	
1	Hosiery, &c. ....	306 50	
1	Stationery, &c. ....	11, 000 00	
20		23, 746 13	
8	Embroideries, &c. ....	10, 491 59	Year ending June 30, 1854.
1	Ribbons, &c. ....	1, 576 96	
2	Jewelry, &c. ....	2, 908 99	
1	Carpets .....	1, 127 63	
1	Hats, wool, &c. ....	2, 692 05	
1	Goldbeaters' skins .....	1, 587 00	
1	Silk velvets, &c. ....	778 81	
1	Perfumery, &c. ....	234 70	
1	Watches, &c. ....	498 94	
1	Telescopes, &c. ....	426 79	

<sup>o</sup> Remitted on payment of \$50 and costs.

## STATEMENT—Continued.

No. of cases.	Description of goods.	Amount.	Period.
1	Cloth, &c. ....	\$217 92	Year ending June 30, 1854.
1	Wine, porter, &c. ....	126 24	
20		22,667 62	
4	Embroideries .....	1,657 42	Year ending June 30, 1855.
5	Jewelry, &c. ....	3,123 56	
2	Watches, &c. ....	1,710 75	
1	Diamonds .....	5,000 00	
1	Goldbeaters' skins .....	1,335 00	
1	Cotton hose .....	1,461 08	
4	Woolens, &c. ....	645 80	
1	Guns, rifles, &c. ....	934 10	
1	Cutlery, &c. ....	250 00	
1	Litharge .....	491 12	
1	Perfumery, &c. ....	232 13	
2	Raw silk .....	1,349 74	
1	Leaf metal .....	450 00	
1	Brandy .....	350 00	
1	Cordials, &c. ....	4,120 40	
3	Cigars .....	1,807 22	
1	Ribbons, &c. ....	2,103 22	
1	Musical instruments .....	877 00	
1	Looking-glasses .....	681 38	
1	Human hair .....	210 00	
1	Books, &c. ....	161 00	
1	Pipes, &c. ....	172 31	
1	Bristles .....	125 00	
37		29,248 23	
1	Embroideries .....	7,162 12	Year ending June 30, 1856.
	Remitted by Secretary of Treasury .....	3,581 06	
2	Embroideries .....	5,943 89	
6	Diamonds and jewelry .....	11,502 49	
4	Silks, &c. ....	1,509 35	
3	Woolens, &c. ....	1,191 31	
1	Do. .... (compromise) .....	4,000 00	
2	Cotton goods .....	1,007 00	
2	Cigars .....	1,920 00	
2	Watches .....	378 55	
1	Linen thread .....	341 95	
1	Brushes and ribbons .....	635 92	
1	Buttons and needles .....	412 01	
1	Tobacco .....	941 22	
1	Corks, &c. ....	530 00	
2	Wine .....	613 76	
2	Brandy .....	161 08	
1	Steel bracelets .....	183 40	
1	Leather gloves .....	132 56	
1	Satchels .....	561 27	
1	Guns .....	78 00	
3	Miscellaneous .....	375 99	
38		32,419 75	

HEMAN J. REDFIELD, *Collector.*DISTRICT OF NEW YORK,  
*Collector's Office, November 1, 1856.*

Per A. CLINCH, Jr.

*Statement exhibiting the number of entries of manufacturers' or producers' goods at the port of New York, with their entered value, appraised value, and the number of entries advanced by the appraisers, and the amount thereof, and the number advanced 10 per cent. or more, with the amount of 20 per cent. additional duty, during the months of September, October, and November, 1846, and an estimate for the three preceding quarters based upon the actual total receipts for the year; also a similar exhibit for the quarter ending June 30, 1856, and the three preceding quarters; also the entries of merchandise paying a specific duty for the months of September, October, and November, 1846, with the exhibits aforesaid for the three preceding quarters; also the purchased goods entered at the aforesaid port for the months of September, October, and November, 1846, and the aforesaid exhibits for the preceding three quarters, and the like exhibits of the purchased goods at the aforesaid port for the quarter ending June 30, 1856, and the three preceding quarters; also the number of annual entries of merchandise at the port of New York for the last ten years, and the aggregate thereof.*

## DUTIES AD VALOREM.

Articles.	Manufacturers' or producers' goods for September, October, and November, 1846, and the three quarters preceding, &c.									
	No. of entries.	Entered value.	Appraised value.	Advanced less than 10 p. ct.	Advanced 10 p. ct. or more.	Additional duty.	Third quarter.	Second quarter.	First quarter.	Total for the year.
Silk goods.....	88	\$203,845	\$203,845	.....	.....	.....	.....	.....	.....	.....
Cotton fabrics.....	134	188,971	188,971	.....	.....	.....	.....	.....	.....	.....
Cloths.....	121	244,743	244,743	.....	.....	.....	.....	.....	.....	.....



## STATEMENT—Continued.

## DUTIES AD VALOREM.

Articles.	Manufacturers' or producers' goods for September, October, and November, 1846, and the three quarters preceding, &c.									
	No. of entries.	Entered value.	Appraised value.	Advanced less than 10 p. ct.	Advanced 10 p. ct. or more.	Additional duty.	Third quarter.	Second quarter.	First quarter.	Total for the year.
Iron.....	26	\$36,070	\$36,691							
	1			\$621						
Cigars.....										
Wines.....	9	7,090	7,090							
Brandies.....	2	1,769	1,769							
Miscellaneous.....	499	848,543	870,801							
	5			13,746						
	8				\$8,512	\$1,074½				
	879	1,531,031	1,553,910	14,367	8,512	1,074½	\$2,200,460	\$1,466,974	\$2,200,460	\$7,421,804

## STATEMENT—Continued.

## DUTIES AD VALOREM.

Articles.	Manufacturers' or producers' goods for the quarter ending June 30, 1856, and the three quarters preceeding, and total for the year.									
	No. of entries.	Entered value.	Appraised value.	Advanced less than 10 pr. ct.	Advanced 10 pr. ct. or more.	Additional duty.	Third quarter.	Second quarter.	First quarter.	Total for the year.
Silk goods .....	296 9	\$957,664	\$960,307	..... \$2,643	.....	.....	.....	.....	.....	.....
Cotton fabrics .....	161 2	352,360	352,392	..... 32	.....	.....	.....	.....	.....	.....
Cloths .....	217 27 8	608,460	616,038	..... 4,860	..... \$2,718	..... \$2,586	.....	.....	.....	.....
Iron .....	42 2	123,834	124,004	..... 170	.....	.....	.....	.....	.....	.....
Cigars .....	19 1	11,431	11,483	..... .....	..... 52	.....	.....	.....	.....	.....
Wines .....	84 12	139,723	140,447	..... 724	.....	.....	.....	.....	.....	.....
Brandies .....	26 1	73,239	73,279	..... 40	.....	.....	.....	.....	.....	.....
Miscellaneous .....	784 55 2	3,047,967	3,061,059	..... 12,996	..... 96	..... 166	.....	.....	.....	.....
	1,629	5,314,678	5,339,009	21,465	2,866	2,803	\$5,399,297	\$3,599,531	\$5,399,297	\$19,737,134

## STATEMENT—Continued.

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## DUTIES AD VALOREM.

REPORT OF THE FINANCES.

Articles.	Entries of merchandise paying a specific duty for the months of September, October, and November, 1846, and the three quarters preceding, and the total for the year.					
	Number of entries.	Entered value.	Third quarter.	Second quarter.	First quarter.	Total for the year.
Silk goods .....	514	\$800,895 00	.....	.....	.....	.....
Cotton fabrics.....	146	126,858 00	.....	.....	.....	.....
Cloths .....			.....	.....	.....	.....
Iron .....	222	410,150 00	.....	.....	.....	.....
Cigars .....	167	184,995 00	.....	.....	.....	.....
Wines .....	402	535,277 00	.....	.....	.....	.....
Brandies.....	153	131,875 00	.....	.....	.....	.....
Miscellaneous .....	1,143	1,218,586 00	.....	.....	.....	.....
	2,747	3,408,636 00	\$6,533,608 00	\$4,355,739 00	\$6,533,608 00	\$20,831,591 00

# STATEMENT—Continued.

## DUTIES AD VALOREM.

Articles.	Purchased goods for the months of September, October, and Novem' er, 1846, and the three quarters immediately preceding, and the total for the year.									
	No. of entries.	Entered value.	Appraised value.	Advanced less than 10 per ct.	Advanced 10 per ct. or more.	Additional duty.	Third quarter.	Second quarter.	First quarter.	Total for the year.
Silk goods.....	299	\$406,256	\$408,542	.....	.....	.....	.....	.....	.....	.....
	2	.....	.....	\$2,261	.....	.....	.....	.....	.....	.....
	1	.....	.....	.....	\$25	\$5 00	.....	.....	.....	.....
Cotton fabrics.....	372	379,821	379,821	.....	.....	.....	.....	.....	.....	.....
Cloths.....	188	224,307	225,449	.....	.....	.....	.....	.....	.....	.....
	1	.....	.....	.....	1,142	228 40	.....	.....	.....	.....
Iren.....	748	640,002	644,567	.....	.....	.....	.....	.....	.....	.....
	4	.....	.....	4,115	.....	.....	.....	.....	.....	.....
	2	.....	.....	.....	450	90 00	.....	.....	.....	.....
Cigars.....	4	177	177	.....	.....	.....	.....	.....	.....	.....
Wines.....	8	22,613	22,613	.....	.....	.....	.....	.....	.....	.....
Brandies.....	26	39,423	39,423	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	3,988	4,096,968	4,182,199	.....	.....	.....	.....	.....	.....	.....
	21	.....	.....	41,764	.....	.....	.....	.....	.....	.....
	12	.....	.....	.....	43,467	1,836 95	.....	.....	.....	.....
	5,633	5,809,567	5,902,791	48,140	45,084	2,160 35	\$8,358,823	\$5,572,548	\$8,358,823	\$28,192,985

## STATEMENT—Continued.

## DUTIES AD VALOREM.

Articles.	Purchased goods for the quarter ending June 30, 1856, and the three quarters immediately preceding; also the total for the year.									
	No. of entries.	Entered value.	Appraised value.	Advanced less than 10 per ct.	Advanced 10 per ct. or more.	Additional duty.	Third quarter.	Second quarter.	First quarter.	Total for the year.
Silk goods.....	2,117	\$5,032,771	\$5,034,098							
	51			\$1,241						
	2				\$86	\$78				
Cotton fabrics.....	3,000	4,454,707	4,456,526							
	32			1,038						
	4				781	413				
Cloths.....	992	2,107,412	2,119,794							
	54			5,757						
	8				6,625	3,259				
Iron.....	2,493	3,986,454	4,004,192							
	52			17,738						
Cigars.....	648	613,672	617,447							
	63			2,470						
	7				1,305	1,234				
Wines.....	687	724,172	729,548							
	52			4,640						
	6				736	1,685				
Brandies.....	426	942,593	945,315							
	27			1,754						
	2				968	704				
Miscellaneous.....	13,292	24,817,930	24,903,429							
	431			77,465						
	37				8,034	7,495				
	23,655	42,679,711	42,810,349	112,103	18,535	14,868	\$43,293,760	\$28,862,506	\$43,293,760	\$158,260,375

*Number of entries of merchandise at the port of New York from July 1, 1846, to June 30, 1856.*

For the year ending June 30—	
1847.....	46,418
1848.....	53,949
1849.....	54,506
1850.....	61,752
1851.....	71,068
1852.....	68,967
1853.....	83,470
1854.....	93,282
1855.....	76,448
1856.....	89,377
Total.....	693,237

## No. 88.

*Statement exhibiting the amount of appropriations and expenditures of every kind incurred by the government, annually, since June 30, 1825, in the construction, repairs, rent, and preservation of custom-houses; the cost, expense, and maintenance of revenue cutters and other vessels engaged in the revenue service; and the amount of all other expenditures incurred in the collection of the customs since the above date.*

Years.	Construction, repairs, rent, and preservation of custom-houses.	Cost and maintenance of revenue cutters and other vessels engaged in the revenue service.	All other expenditures incurred in the collection of the customs.	Gross amount of revenue collected.	Expenses of collection in the Pacific ports.
1825.....		\$139,175 17	\$750,127 76	\$31,903,875 73	.....
1826.....		116,312 44	770,687 04	26,350,269 09	.....
1827.....		107,773 09	782,045 18	28,190,883 38	.....
1828.....	\$6,400 00	121,899 31	810,194 32	30,187,701 56	.....
1829.....	9,131 93	145,076 45	868,591 13	22,533,290 87	.....
1830.....	30,740 54	168,138 52	886,976 85	28,636,124 49	.....
1831.....		191,739 14	1,024,271 03	36,771,288 66	.....
1832.....	3,185 84	203,795 13	1,112,180 23	29,511,171 14	.....
1833.....	250,595 23	253,795 65	1,097,568 32	24,353,004 25	.....
1834.....	103,881 64	213,140 30	1,051,405 07	19,140,052 37	.....
1835.....	363,639 44	208,173 59	1,076,824 10	26,091,829 07	.....
1836.....	377,109 39	180,695 54	1,216,773 56	31,129,275 71	.....
1837.....	144,200 00	276,644 49	1,216,303 35	18,282,145 31	.....
1838.....	259,725 00	257,611 23	1,257,022 11	20,127,958 06	.....
1839.....	267,701 32	285,189 69	1,439,402 20	25,879,745 24	.....
1840.....	260,976 59	197,383 31	1,344,935 93	15,332,036 47	.....
1841.....	146,801 34	245,787 79	1,238,172 29	20,104,474 51	.....
1842.....	108,413 98	207,435 02	1,269,550 61	16,801,802 32	.....
1843 (to June 30).....	29,724 51	94,222 63	570,177 54	7,579,164 38	.....
1844 (to June 30).....	96,054 78	444,299 44	1,363,201 37	29,560,530 98	.....
1845.....	298,606 00	546,126 68	1,519,906 94	31,144,224 02	.....
1846.....	147,927 82	500,813 78	1,558,804 08	30,636,844 51	.....
1847.....	62,062 36	510,809 69	1,587,242 81	28,305,464 65	.....

1848.....	48,408 35	272,096 18	1,731,368 69	33,228,111 36	.....
1849.....	235,837 47	274,931 88	1,764,630 39	31,205,956 50	.....
1850.....	588,633 60	164,908 30	2,025,022 58	40,429,457 59	\$119,313 93
1851.....	244,969 47	199,289 61	1,186,658 12	49,365,278 05	700,201 74
1852.....	521,491 23	216,024 30	1,760,214 97	49,174,379 70	1,108,843 18
1853.....	580,080 25	215,182 40	2,073,565 29	58,785,919 41	824,720 28
1854.....	679,408 28	228,794 82	2,244,235 67	65,147,455 82	735,408 65
1855.....	1,836,240 92	234,353 74	2,395,134 10	53,912,547 98	717,511 44
1856.....	1,415,040 49	248,426 37	2,566,996 50	63,314,393 37	532,968 95
	9,116,987 77	7,670,045 68	43,560,190 13	1,023,116,676 55	4,738,968 17

TREASURY DEPARTMENT,  
Register's Office, November 19, 1856.

F. BIGGER, Register.



## No. 89.

*Statement showing the number of disbursing officers having public money to their credit with the depositaries at the following places, and the amount held by each depositary to the credit of such officers, according to the reports for the dates specified, during the year ending June 30, 1856.*

Date of returns.	BOSTON.		NEW YORK.		PHILADELPHIA.		BALTIMORE.		WASHINGTON.		CHARLESTON.	
	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.
1355.												
July 7	11	\$218,634 84	85	\$1,667,696 93	11	\$133,232 11	13	\$37,930 52	51	\$306,590 77	14	\$36,371 25
14	13	318,431 15	90	1,656,293 73	11	129,900 58	13	62,608 12	49	333,513 12	17	71,356 79
21	13	305,537 27	90	1,491,114 83	11	79,939 50	14	68,794 48	49	463,990 26	15	72,254 96
28	13	314,621 73	90	1,336,190 27	11	175,563 67	14	51,621 43	50	473,306 86	14	38,686 97
Aug. 4	12	277,240 91	92	1,404,187 79	11	134,909 55	14	81,492 02	52	417,313 24	17	96,282 94
11	13	290,202 72	91	1,468,120 66	11	125,636 81	14	69,792 71	52	458,317 14	14	93,557 73
18	14	343,488 41	92	1,686,660 99	11	125,328 69	12	70,796 88	54	485,667 20	16	115,034 36
25	14	317,231 91	95	1,613,069 84	11	204,259 29	12	74,694 50	55	448,744 09	17	112,023 02
31	14	294,881 67	92	1,396,780 48	11	139,638 32	12	64,215 44	54	398,683 19	17	105,259 45
Sept. 8	12	251,557 56	93	1,393,251 43	11	226,025 15	11	62,809 15	55	380,454 13		
15	13	251,556 93	92	1,225,703 66	11	165,223 41	11	70,412 44	54	413,167 67	18	98,608 08
22	14	319,493 49	93	1,389,771 51	11	227,518 67	12	76,360 13	53	399,250 85	18	114,471 29
29	15	307,247 75	95	1,251,243 96	11	206,648 87	11	70,961 55	53	396,585 56	18	98,886 63
Oct. 6	15	268,317 96	98	1,485,542 68	11	263,428 50	11	104,400 61	52	350,232 67	18	68,541 65
13	15	262,632 31	98	1,369,427 22	11	156,342 27	12	101,230 42	53	421,142 90	18	66,265 63
20	14	241,154 65	98	1,651,807 84	11	151,680 57	11	90,619 20	52	380,886 02	15	48,382 94
27	15	302,728 63	97	1,671,150 87	11	168,972 60	12	68,829 57	52	475,269 75		
31	16	284,663 58	100	1,625,244 60	12	142,679 73	12	88,253 95	53	342,979 62	18	63,924 44
Nov. 10	17	270,745 14	102	1,510,168 37	12	164,535 86			51	326,523 94	18	40,512 80

Dec.	17	17	286,456	67	104	1,315,571	28	12	171,735	42	12	67,204	51	54	300,174	19	15	58,343	33
	24	17	260,047	94	107	1,536,124	73	12	173,605	47	12	61,179	20	59	391,481	65	14	56,418	55
	30	17	282,774	71	107	1,442,862	12	12	194,376	13	12	60,649	28	60	440,773	80	14	54,517	68
	8	17	276,081	99	108	1,506,815	24	11	219,378	17	11	63,761	97	64	445,490	67	13	49,396	75
	15	17	270,041	39	107	1,432,588	28	12	204,027	42	10	91,455	58	64	421,606	29	14	51,154	35
	22	17	266,687	16	106	1,529,597	21	12	215,191	30	10	93,777	40	64	508,557	07	14	66,061	89
29	31	16	243,104	78	106	1,439,285	01	12	149,419	25	10	86,325	56	63	545,538	84	14	65,210	00
Jan.	5	16	212,872	22	106	1,510,974	17	10	79,903	08	64	473,772	61	12	37,087	31			
	12	15	194,515	72	106	1,274,531	25	12	109,415	36	10	74,553	92	64	496,442	65	14	36,488	92
	19	15	195,088	50	108	1,388,211	69	12	126,964	55	10	66,587	05	64	505,130	67	14	30,186	10
Feb.	26	16	240,085	91	107	1,318,272	18	12	179,508	11	11	59,122	58	64	410,929	45			
	31	16	188,982	99	108	1,594,853	45	12	145,794	76	11	68,449	94	64	448,966	33			
	9	17	195,438	49	110	1,622,087	99	13	148,569	87	11	58,591	03	58	612,446	38			
	16	17	231,916	28	110	1,500,663	99	13	151,739	60	11	49,272	38	60	566,762	04	14	54,570	29
	23	18	221,404	95	110	1,377,992	39	13	185,449	52	11	46,894	25	54	548,179	94			
	29	18	227,060	27	110	1,353,523	65	13	157,716	91	12	49,434	88	54	535,573	94			
Mar.	8	17	217,662	85	111	1,234,662	75	14	200,142	05	11	53,936	35	54	244,671	25	14	53,617	39
	15	17	206,791	06	110	1,284,602	05	14	156,652	51	11	61,871	71	54	461,722	62	15	81,843	21
	22	18	264,625	11	110	1,358,510	45	14	204,665	33	11	58,187	58	54	564,958	77	16	77,796	50
	31	17	203,445	97	110	1,293,901	62	14	145,932	50	11	60,012	36	54	542,793	43			
April	5	17	167,319	07	110	1,300,517	84	11	58,661	55	58	431,685	87						
	12	17	191,701	78	108	1,460,309	40	14	92,317	09	11	112,614	69	58	344,707	38	16	81,561	26
	19	16	202,141	03	107	1,322,151	29	14	190,305	85	11	121,060	78	56	509,798	45			
	26	17	216,708	65	106	1,307,791	57	14	153,708	03	11	104,320	55	56	368,198	02			
May	30	17	209,680	88	107	1,353,414	83	14	114,282	01	11	112,696	86	56	523,092	34	14	69,333	57
	10	16	185,392	83	105	1,171,619	54	15	140,743	27	15	92,466	92	56	375,778	17	14	55,654	33
	17	16	193,494	71	106	1,056,658	70	15	132,588	99	15	64,873	97	54	448,544	25	14	63,439	99
	24	16	184,579	09	107	1,382,220	44	14	139,699	01	15	62,836	12	54	436,795	60	14	65,087	20
June	31	16	221,982	45	106	1,370,189	67	14	133,309	57	15	75,695	99	52	526,930	34	15	60,478	29
	7	15	202,917	25	105	1,312,158	74	13	104,685	67	15	55,602	54	52	433,373	48	15	47,815	45
	14	14	197,724	63	105	1,523,675	09	13	122,133	43	15	63,127	50	52	406,980	40	14	51,631	67
	21	16	229,288	54	105	1,473,825	43	14	171,249	53	15	65,876	30	52	467,734	13	12	64,685	65
	30	16	226,714	06	105	1,665,609	84	14	162,673	55	15	100,013	33	52	495,656	54	13	63,696	07

NOTE.—The blanks are occasioned by deficient returns.

## STATEMENT--Continued.

Date of re- turns.	NEW ORLEANS.		ST. LOUIS.		SAN FRANCISCO.		NORFOLK.		AGGREGATE.	
	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.
1855.										
July 7	29	\$612, 112 91	39	\$887, 263 50	43	\$590, 271 94	7	\$38, 970 49	303	\$3, 948, 545 36
14	30	730, 405 74	42	840, 834 32	44	606, 672 35	8	30, 368 13	317	4, 779, 799 63
21	30	733, 463 58			46	572, 113 73	7	98, 294 67	275	3, 883, 302 68
28	31	711, 294 42	45	953, 711 70	45	699, 513 23	6	84, 237 83	278	4, 839, 918 51
August 4	33	677, 202 14	45	898, 906 84	44	674, 205 79			322	4, 651, 841 19
11	33	680, 403 27	46	872, 743 48	49	605, 042 94	8	58, 484 75	327	4, 724, 702 21
18	34	696, 561 86	47	881, 736 88	48	833, 381 86	7	57, 436 83	331	5, 295, 783 96
25	34	652, 076 54	47	1, 239, 236 93	50	680, 830 04			332	5, 343, 166 46
31	34	653, 575 87	47	1, 230, 235 77	46	786, 011 30	7	29, 001 20	336	5, 108, 282 69
Sept. 8	35	663, 561 10	48	1, 397, 854 57	46	758, 200 14			315	5, 133, 511 23
15	34	581, 247 79	50	1, 161, 387 12	44	809, 442 12	7	40, 722 00	337	4, 817, 451 22
22	34	658, 213 29	49	938, 392 66	46	903, 398 97	7	39, 644 00	335	5, 066, 444 56
29	34	645, 730 48	49	960, 824 18	47	871, 839 95	6	33, 905 13	336	5, 043, 734 66
Oct. 6	35	610, 153 30	49	803, 085 08	49	1, 112, 161 13			335	4, 982, 773 67
13	35	597, 226 51	51	789, 343 61	52	987, 784 96	6	33, 317 62	346	4, 780, 822 16
20	35	542, 507 92	50	810, 815 77	50	1, 041, 873 71	6	33, 177 62	341	4, 992, 765 54
27	35	570, 020 76	50	809, 723 92	50	1, 008, 881 49			324	5, 075, 468 11
31	36	539, 127 69	50	899, 543 54	52	942, 507 94	6	32, 564 47	355	4, 961, 429 05
Nov. 10	37	554, 519 99	50	865, 895 72	50	848, 617 86	6	31, 340 35	333	4, 621, 853 03
17	36	594, 856 38	51	816, 291 51	52	928, 563 54	6	27, 545 19	359	4, 650, 731 92
24	38	655, 910 75	52	829, 912 02	53	919, 037 10			364	4, 882, 717 41
30	36	619, 443 58	53	734, 178 40	53	963, 529 44	6	56, 703 94	371	4, 859, 609 08
Dec. 8	37	684, 133 87	50	689, 625 12	53	1, 005, 482 50	6	32, 935 74	370	4, 967, 102 02
15	36	628, 588 80	49	642, 007 26	51	1, 061, 720 47	6	25, 521 87	366	4, 828, 702 81

	22	36	575,785 59	45	627,721 78	56	997,346 60	5	72,271 00	365	4,999,997 00
	31	36	505,574 99	47	630,809 12	56	919,922 20	5	62,513 43	365	4,647,703 18
1856.											
Jan.	5	36	561,510 48	46	597,546 48	57	988,225 77	5	26,715 54	352	4,488,607 66
	12	36	607,405 65	42	580,176 46	59	910,154 33	5	30,919 18	363	4,314,603 44
	19	35	522,099 31	42	635,772 90	59	850,266 95	5	29,204 49	364	4,349,511 81
	26	36	554,493 54			58	830,578 70			304	3,592,990 47
Feb.	31	36	562,710 09	44	586,174 28	60	772,615 35	4	49,157 96	350	4,417,705 15
	9	35	642,395 55	43	682,382 46	62	797,738 72	4	17,858 84	353	4,607,509 35
	16	35	686,021 25	43	668,501 19	61	722,993 36	6	32,177 75	370	4,664,618 13
	23	35	664,190 66	43	668,066 14	60	697,422 51	7	164,189 54	351	4,563,789 90
March	29	36	624,165 65	43	664,258 91	60	691,467 20	6	74,180 80	352	4,397,382 22
	8	36	624,357 60	47	873,240 89	56	688,032 70	5	32,921 81	367	4,223,245 64
	15	35	626,542 45	47	910,876 02	55	879,748 19	6	30,051 21	365	4,700,701 03
	22	36	568,341 60	47	931,705 35	54	755,182 35	6	99,553 28	364	4,883,526 22
April	31	35	576,565 02	45	934,173 17	54	806,994 65	6	86,900 19	346	4,650,518 91
	5	35	641,403 45	44	1,179,320 86	53	773,614 38	6	52,442 79	334	4,604,965 81
	12	36	579,604 71	44	962,758 18	55	761,576 54	6	50,036 53	364	4,637,187 56
	19	36	607,828 38	46	616,699 25	53	785,613 83	7	99,470 00	350	4,454,968 86
	26			46	536,839 95	58	754,839 68			352	3,442,406 45
May	30	35	474,582 97			58	710,429 59	6	71,614 54	317	3,639,127 59
	10	36	430,462 99	46	548,468 38	59	748,755 17	6	41,253 01	368	3,790,594 61
	17	35	423,124 29	46	495,180 73	57	735,685 82	6	47,555 05	364	3,661,146 50
	24	36	418,557 77	46	497,485 75	56	820,846 20	8	79,311 64	366	4,086,818 82
June	31	35	504,449 08	44	540,895 82	56	759,875 42	7	57,252 80	360	4,251,059 43
	7	35	547,318 98	44	622,297 01	56	778,828 34	7	22,485 15	357	4,127,464 61
	14	34	535,453 03	44	662,144 44	57	760,378 61	7	21,254 62	355	4,344,503 42
	21	34	473,258 38	44	689,164 30	57	849,233 70	6	53,121 37	355	4,537,417 33
	30	34	401,073 66	44	638,521 85	58	798,157 92	7	55,807 46	358	4,607,924 28

## A.

TREASURY DEPARTMENT,  
*Comptroller's Office, October 28, 1856.*

SIR: For the purpose of exhibiting the operations of this office during the fiscal year last past, I respectfully report that the following accounts have been revised and certified to the Register, viz:

3,908 accounts reported on by the First Auditor.

824 accounts reported on by the Fifth Auditor.

2,200 accounts reported on by the Commissioner of the General Land Office.

That the following named warrants have been countersigned, entered in blotters, and posted, viz:

456 stock warrants,

667 Texas debt warrants,

1,266 quarterly salary warrants,

1,600 treasury (proper) warrants,

2,284 treasury interior warrants,

4,492 customs warrants,

43 appropriation warrants,

743 navy pay warrants,

264 navy repayment warrants,

1,340 customs covering warrants,

948 land covering warrants,

787 miscellaneous covering warrants,

2 treasury funding warrants,

2,847 army pay warrants,

940 army repay warrants,

1,174 army interior pay warrants,

233 army interior repay warrants;

the whole making an aggregate of 20,086 warrants.

2,899 letters have been received, endorsed, registered, and filed.

4,000 letters have been written, registered, recorded, and forwarded, the records of which cover 3,129 pages folio post.

There have been twenty-eight formal decisions made and recorded, their records covering 187 pages folio post.

Fourteen reports have been made to the different departments, the records of which cover 78 pages folio post. Besides various other duties have been done, which it is not deemed necessary to particularize, but which constitute no small proportion of the labors of the office.

Yours, respectfully,

ELISHA WHITTLESEY,  
*Comptroller.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

## B.

TREASURY DEPARTMENT,  
*Second Comptroller's Office, October 18, 1856.*

SIR: The following report of the operations of this office for the past fiscal year is respectfully submitted:

The accounts which have been examined, passed, and entered in the books of this office during the year, are—

Reported by the Second Auditor.....	1,093
Reported by the Third Auditor.....	3,326
Reported by the Fourth Auditor.....	451
Total .....	<u>4,870</u>

being an increase of sixty-two upon the number of the preceding year.

The accounts from the Fourth Auditor's office, though comparatively few in number, are intricate and voluminous, and require severally much time for examination.

In addition to the foregoing accounts, which were settled by report and requisition, there were small accounts adjusted by the accounting officers, and paid by disbursing agents on certificates originating in—

Second Auditor's office.....	583
Fourth Auditor's office.....	770
Total.....	<u>1,353</u>

being 253 more than in the preceding year.

The requisitions that have been examined, countersigned, and entered upon the books of this office were—

*For Department of War.*

From Second Auditor's office:

Pay or advance requisitions.....	1,242
Transfer or refunding requisitions.....	178

From Third Auditor's office:

Pay or advance requisitions.....	1,613
Transfer or refunding requisitions.....	765

*For Department of the Interior.*

From Second Auditor's office:

Pay or advance requisitions.....	370
Transfer or refunding requisitions.....	45

From Third Auditor's office:

Pay or advance requisitions.....	710
Transfer or refunding requisitions.....	149

## From Fourth Auditor's office :

Pay or advance requisitions.....	83
Transfer or refunding requisitions.....	52

*For Navy Department.*

## From Fourth Auditor's office :

Pay or advance requisitions.....	749
Transfer or refunding requisitions.....	271
Total.....	<u>6,227</u>

The official letters cover 558 pages folio post.

The number of accounts reported for suit is 23.

Since the date of the last preceding report, a portion of the force of this office, formerly occupying rooms in a building opposite to the Treasury, has been transferred to the department building, and is now under the more immediate supervision of the head of the bureau.

The work of the office is kept as nearly up as the nature of the business devolved upon it will permit, and none of it is in arrear.

The bonds of a large proportion of the disbursing officers of the government are required by law to be deposited in this office, where they are carefully filed and recorded in books kept for that purpose. In order to enable the auditors, to whom the accounts of such officers are rendered, to comply promptly with the instructions heretofore given to make immediate settlements under former bonds when new ones are accepted or required, the date, penalty, names, and residences of sureties, &c., of every bond received, is communicated to the proper Auditor.

Upon examining the transactions of this office in relation to suits brought against debtors of the government, it was found that some of the provisions of the law of March 3, 1797, (1 Stat., ch. 20, p. 512,) had never been enforced. The first section of that act declares "that when any revenue officer or other person accountable for public money shall neglect or refuse to pay into the treasury the sum or balance reported to be due to the United States upon the adjustment of his account, it shall be the duty of the Comptroller, and he is hereby required, to institute suit for the recovery of the same, adding to the sum stated to be due on such account the commissions of the delinquent, which shall be forfeited in every instance where suit is commenced and judgment obtained thereon, and an interest of six per cent. per annum from the time of receiving the money until it shall be repaid into the treasury."

On a careful investigation I could find no repeal or modification of this enactment, nor any decision nor reason that would make it inapplicable to the accounts revised in this office. The tendency and object of the law are so manifestly beneficial to the public interest by providing, in effect, heavy pecuniary penalties for an unlawful retention of public money, either from negligence, or on frivolous pretexts of claims in offset, that I considered it to be my duty to direct the Auditors reporting to this office to add to the balance due, in accounts



prepared for suit, the commissions of delinquent officers or agents of the United States; and also an interest of six per cent. per annum on the balance from the time of receiving the money. Circulars have been issued apprizing officers and other parties holding public funds of the requirements of the law; and the notice that these requirements will be impartially enforced is already found to produce salutary effects.

In the settlement of accounts some other requirements, deemed important to protect the public interest, have been promulgated, and are now enforced. It had become quite common for disbursing officers to report, in their accounts, large balances as due to them for funds turned over to other officers, for advances on account of the government, or for disbursements from their private moneys on public account. It was found, in some cases, that receipts had been given by creditors of the government, when, in fact, no money had been paid; in others, that duplicate receipts for money transferred had been filed, and that there was reason to suppose that, in one case at least, a very large amount had been erroneously allowed, not by the accounting officers, but by Congress, for an alleged advance from one disbursing officer to another, both of whom were dead.

In the opinion of this office, no disbursing officer of the government has a right to borrow money, or advance his own funds for disbursements or to other officers, ostensibly for the public use, unless he has been requested to do so by competent authority. If he chooses of his own motion to make such advances, he must certainly show that the money and the expenditure have inured to the benefit of the government before he can have even an *equitable* claim to be reimbursed by the United States. It is not believed that a *legal* claim against the United States can possibly arise from such unauthorized proceedings. A point analogous in principle was long since judicially decided. It was held by the court (Maryland district, Winchester, judge) in the *United States vs. Barney*, that no lien could be permitted to exist against the government for advances, and that in such a case no other remedy remained for a creditor than an application to Congress for payment. (Hall's Law Journal, p. 130.) To prevent a recurrence of difficulties arising from what I cannot but consider as an irregular, dangerous, and most reprehensible practice, the most positive directions have been given that no credit shall be allowed for any balance, great or small, on account of advances by a disbursing officer, whose accounts are subject to the revision of this office, until the necessity of the advance and its application to the public service shall have been fully explained and demonstrated. The officers have also been reminded that it is their duty to estimate and make their requisitions in season to be placed in public funds for the official expenditures that may reasonably be expected to fall within the scope of the disbursements devolved upon them.

Another subject, which has been of late years frequently before the accounting officers, has been investigated, and some disputed points adjudicated, so far as this office has authority to do so. The compensation for travel performed under orders, by officers of the army, is generally established by the regulations at a commutation of ten cents



a mile. Numerous and urgent claims have been presented, after the settlement of transportation accounts, for additional allowances, on the ground of an under-estimate of the distance. In all such cases it has been held that payment for travel was designed only as a reimbursement of expenses, and that no executive officer has authority to make it simply as an emolument. It is only upon the theory that the commutation is a ready mode of reaching the probable *actual expense* that the commutation itself is legal; for as an *emolument* it would be a direct violation of the acts of March 3, 1839, and August 23, 1842, by increasing the compensation of the officer beyond the amount authorized by Congress. When, therefore, an account for transportation has been settled, and, under the commutation principle or otherwise, a sum has been paid equal to the necessary *actual* expenses, as no equitable claim could arise for more, it is held that such settlement must stand, and cannot be disturbed for the purpose of making a larger allowance under a commutation, or hypothetical amount of expenses.

In another matter of importance a misconception of some of the provisions in the law of January 25, 1828, providing that no money shall be paid to any person for his compensation who is in arrears to the United States, has heretofore created considerable embarrassment. By the proviso in that act, it is declared that "in all cases where the pay or salary of any person is withheld in *pursuance of this act*, it shall be the duty of the accounting officers, if demanded by the party, his agent or attorney, to report, forthwith, to the agent of the Treasury Department, the balance due; and it shall be the duty of the said agent within sixty days thereafter to order suit to be commenced against such delinquent and his sureties."

This proviso has been interpreted by parties whose pay has been stopped for indebtedness to the United States as imposing upon the officers of government the absolute obligation to bring suit on demand of the debtor, no matter how petty the sum, or under what circumstances of disadvantage to the public interest a suit must be conducted. Such is not thought to be a fair construction of the law. Its main design seems to have been to prohibit to the accounting and other officers a discretion, which they had repeatedly exercised, of paying salaries to persons in default, and not to hamper the government by taking away a right it always held and exercised. The Supreme Court has decided that "the United States possess the general right to apply all sums due for such pay and emoluments to the extinguishment of any balances due to them." (15 Peters, 370.) This right is absolute, and exists independently of any statute upon the subject; and the officers of government have therefore felt at liberty to decline bringing suits when in their judgment it was unnecessary for, or would tend to defeat, the ends of justice. In this view of the subject, the accounting officers are sustained by the head of the Treasury Department, who, under date of March 3, 1856, says, in an official letter: "I consider the department has the election to stop officers' pay for any balances due the United States, and is not compelled to resort to suit at the instance of officers in arrears to the United States. Taking the whole law into consideration and connexion, the election in this class of cases is with the Treasury Department, and not with the officer."

The clerks employed in this office during the year have been punctual, diligent, and faithful, and the public business has never been more promptly and satisfactorily performed.

I am, very respectfully, &c., &c.,

J. M. BRODHEAD, *Comptroller.*

HON. JAMES GUTHRIE,

*Secretary of the Treasury.*

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C.

TREASURY DEPARTMENT,

*Office of Commissioner of Customs, November 8, 1856.*

SIR: Presuming that your letter of November last, requesting a report of the operations of this office during the preceding year, was designed to establish a permanent system of annual reports, which should furnish, somewhat in detail, a statement of its transactions for each year, I respectfully ask leave to submit the following exhibit:

The number of accounts of collectors of the customs, and surveyors acting as collectors, received from the First Auditor, revised and finally adjusted in this office, since the first of November last, amounts to two thousand six hundred and forty-eight. There have been received and settled accounts from superintendents of light-houses, agents of marine hospitals, special accounts for the erection of light-houses, beacons, and buoys, the construction of custom-houses and marine hospitals, and for miscellaneous objects, to the number of two thousand nine hundred and forty-two.

The number of requisitions issued upon estimates furnished by the proper officers for the expenses of collecting the revenue from customs, for debentures and excess of deposits, building custom-houses light-houses, and marine hospitals, the support of light-houses, and marine hospitals, and for miscellaneous purposes, amounts to two thousand five hundred and forty-one.

In the execution of these duties, and in the disposal of the large amount of miscellaneous business appertaining to the office, or referred to it by the department, there have been written seven thousand eight hundred and ninety-two letters, all of which have been copied and recorded in the office.

The great number of accounts now required from collectors and disbursing agents, owing to the frequency of the settlements, with the correspondence incident thereto, has very much increased the labors of the office, and will call for some additional force, to dispose of them with the care and promptitude their importance demands.

The rendition of these accounts punctually at the end of each month, and their settlement here without unnecessary delay, have very essentially contributed to the security of the public revenue, and proved, in every respect, a judicious and valuable reform.

It affords me great pleasure to state that these accounts continue to be rendered with uniform punctuality, and that the more recent re-

quirement subjecting disbursements and other accounts to the same rule is rapidly attaining the same regularity.

The accounts of agents of marine hospitals at places where there are large expenditures have occasioned much embarrassment, and given occasion for voluminous correspondence. No labor or care has been spared to keep down these expenditures to the proper limit; and all charges that have not been satisfactorily explained have been rejected, and repeated admonitions given to the superintendents in regard to all unnecessary or unauthorized expenses. The circular about to be promulgated in relation to this subject will furnish a complete system for the government of these institutions, and for the administration of the fund in places where no government institutions exist; the directions contained in the circular are so minute and comprehensive in their character, and all the duties of the superintendents are so clearly pointed out, that it is believed their faithful observance will wholly remedy the irregularities referred to.

When this system shall have been fully established, it seems to me that the regulations relating to the collection of the revenue from customs, the disbursements of agents for the expenses necessary thereto, the settlement of accounts, both of collectors and disbursing agents, the administration of the marine hospital fund, and the prompt collection of balances from officers who have gone out of office or ceased to disburse the public moneys, will be as perfect as it is possible to make them. Nothing can exceed the regularity, simplicity, and order of all the accounts relating to the customs; and it is gratifying to be able to state that, with one exception upon the Pacific coast, there has been no instance of defalcation, or even of improper detention of the public money, from any collector appointed since April, 1853; and that, in the exceptional case, the prompt and energetic measures adopted by you have probably secured the government against any considerable loss.

Since the first establishment of the collection district at San Francisco, and until within the last fiscal year, the settlement of the accounts has been attended with great embarrassment, uncertainty, and delay; the expenses were enormous, and the balances uniformly largely against the collectors. Suits have been necessarily resorted to in every instance, and large sums claimed by the United States still remain due. Since the appointment of the present collector, under new instructions issued by the department, the accounts have assumed a new shape. They are now rendered as regularly and punctually as those upon the Atlantic; and what is still better, the expenses incident to the office have been so regulated, systematized, and reduced, as to compare favorably with those upon the Atlantic coast.

In obedience to instructions contained in your letter of November, 1853, particular care has been taken to enforce the prompt settlement of the accounts of such collectors and disbursing agents as have gone out of office or ceased to disburse the public moneys since April of that year.

The number of those officers who have gone out of office, either by death, resignation, or removal, since that period is thirty-seven. Of that number, the accounts of twenty-three are finally closed, and the bal-

ances paid to the United States. All the others are in course of adjustment, and none will be debtors to any considerable amount, with the exception of the late collector at San Francisco, whose accounts are now in suit, but whose official bond may not prove sufficient to cover the judgment which may be recovered against him.

The transfer of the bonds of collectors of the customs and other officers from the office of the First Comptroller to this, will add something to the labor of the office, and, with the large increase of the regular business, which goes on regularly from year to year, requires additional clerical aid. I would therefore recommend that one additional clerk of the third class be added to the force of the office.

I have the honor to be, very respectfully, &c.,

H. J. ANDERSON.

*Commissioner of Customs.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

D.

TREASURY DEPARTMENT,  
*First Auditor's Office, November 7, 1856.*

SIR: I have the honor to submit the following report of the operations of this office for the fiscal year ending June 30, 1856:

*Accounts adjusted, viz:*

Collectors of the customs.....	1,569
Collectors under the steamboat act.....	266
Collectors and disbursing agents of the Treasury.....	908
Official emoluments of collectors, naval officers, and surveyors.....	261
Additional compensation of collectors, naval officers, surveyors, claims for the refunding of duties illegally exacted, and claims for net proceeds of unclaimed merchandise.....	1,691
The judiciary.....	681
Interest on the public debt.....	52
Treasury notes presented for funding and redemption.....	3
Redemption of United States war bounty scrip.....	
Claims for property lost in the military service of the United States.....	23
Inspectors of steam-vessels, for travelling expenses, &c.....	144
Salaries of officers of the civil list, paid directly from the treasury.....	1,019
Claims for the redemption of United States stock .....	447
Superintendents of lights.....	445
Agents of marine hospitals.....	547
Commissioner of Public Buildings.....	151

Contingent expenses of the Senate and House of Representatives, and of the departments and bureaus of the government.....	537
Coast survey.....	29
The Treasurer of the United States, for general receipts and expenditures.....	4
The Treasurer of the United States, for pay and mileage of the members of the House of Representatives ..	2
The Secretary of the Senate, for pay and mileage of senators	1
Designated depositaries, for additional compensation.....	7
Construction and repairs of public buildings.....	655
The Territories.....	91
Disbursing clerks for paying salaries.....	296
The Mint.....	91
Disbursing agent of California land commissioners.....	3
Withdrawal of applications for patents, appeal cases, &c....	30
Accounts for the payment of the creditors of the late republic of Texas, under act of February 28, 1855.....	691
Miscellaneous accounts.....	338
Number of accounts recorded.....	10,986
Number of letters written.....	5,863

I have the honor to be, very respectfully, your obedient servant,  
T. L. SMITH, *Auditor.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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E.

TREASURY DEPARTMENT,  
*Second Auditor's Office, Nov. 10, 1856.*

SIR: In obedience to instructions heretofore received, I have the honor to transmit herewith a statement showing an outline of the operations of this office for the fiscal year ending the 30th of June, 1856.

The character of the officers of this bureau continues to be satisfactory, being punctual and diligent in performing their respective duties, which have become laborious in consequence of the increase of the army and the changes in the pay, &c., of the troops.

Very respectfully, your obedient servant,

P. CLAYTON,  
*Second Auditor.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

*Statement of the operations of the Second Auditor's office during the fiscal year ending June 30, 1856; showing the number of money accounts settled, the expenditure embraced therein, the number of property accounts examined and adjusted, together with other duties performed pertaining to the business of the office; prepared in pursuance of instructions of the Secretary of the Treasury.*

The number of money accounts settled is 1,823, embracing an expenditure of \$7,861,389 75, under the following heads, viz:

Pay department of the army.....	\$2,399,019 36
Ordnance Department.....	1,314,650 66
Quartermaster's Department of the army, disbursed on account of "clothing of the army," "contingencies of the army," and the pursuit and apprehension of deserters.....	1,101,995 84
Indian affairs.....	2,793,995 04
Medical and Hospital Department.....	89,332 65
Expenses of recruiting.....	69,555 95
Contingencies of Adjutant General's Department.....	174 31
Mexican hostilities.....	150 00
Private claims.....	42,586 79
Military Asylum.....	41,117 64
Military contributions in Mexico.....	8,811 51
	<hr/>
	\$7,861,389 75

Property accounts examined and adjusted.....	2,178
Private claims examined and rejected or suspended.....	624
Recruits of the army registered.....	11,389
Requisitions registered, recorded, and posted.....	1,844
Certificates of military service issued to Pension Office.....	29,201
Letters, accounts and papers received, briefed and registered..	8,831
Dead and discharged soldiers registered.....	2,017

Annual statement of Indian disbursements, *in duplicate*, for the fiscal year ending June 30, 1856, comprised in 1,220 sheets of foolscap.

Annual statement of the recruiting fund prepared for the Adjutant General of the army.

Annual statement of the contingencies of the army, transmitted in duplicate to the Secretary of War.

Annual statement of contingencies of this office.

Annual reports of balances to First Comptroller.

Quarterly reports of balances and changes in the same, to Second Comptroller, by direction of Secretary.

There are 1,100 cash accounts entered on the book-keeper's register, and 800 of them journalized and posted.

The appropriation ledgers and journals of the War and Interior Departments have been carefully and accurately kept.

P. CLAYTON, *Second Auditor.*

TREASURY DEPARTMENT,

*Second Auditor's Office, Nov. 10, 1856.*

## F.

TREASURY DEPARTMENT,  
*Third Auditor's Office, November 12, 1856.*

SIR: I have the honor to submit the following report of the operations of this branch of the Treasury Department, for the year ending 30th June, 1856:

FIRST DIVISION—BOOK-KEEPERS.

This division has been kept actively employed. In the books here kept are contained all the monetary transactions of the government so far as connected with this office.

From the chief book-keeper's statement it appears that—

The aggregate amount of drafts on the Treasury, by requisition, in the fiscal year ending 30th June, 1856, was \$14,676,046 17.

*Objects of Application.*

Drafts by requisition charged to personal accounts	\$14,486,945 99
Drafts by requisition on account of military contributions charged to personal accounts. ....	137,109 85
Drafts by requisition for payment of claims and charged to the appropriation, including acts for the relief of individuals.....	51,990 33
	<hr/> 14,676,046 17 <hr/>

*Repayments.*

Amount of counter requisitions by transfers.....	\$2,577,673 97
Amount of counter requisitions by deposits.....	53,111 26
	<hr/> 2,630,785 23 <hr/>
The total amount of accounts settled out of advances made and charged to disbursing agents and comprised in 3,326 reports.....	\$16,440,186 26
Amount of accounts settled appertaining to military contributions, act 3d March, 1849.....	331,300 21
Amount of accounts settled appertaining to the civil fund of California.....	627,716 79
Amount of accounts settled and charged to the appropriations, including acts for relief of individuals .....	51,990 33
Total.....	<hr/> \$17,451,193 59 <hr/>



## SECOND DIVISION—QUARTERMASTER'S DEPARTMENT.

In this division there were received during the fiscal year 597 accounts of officers doing duty in the Quartermaster's Department of the army, the aggregate disbursements involved therein amounting to \$6,766,230 24.

During the same period there have been settled 610 accounts, (including 57 remaining on hand unsettled 30th June, 1855,) involving the sum of \$5,701,664 86. During the first quarter of the present fiscal year there have been received 229 accounts, involving \$1,423,464 30, and 166 accounts settled, involving \$1,115,537 80.

There remained on hand on the 30th September 107 accounts; of which number, 81 were received in the month of September, and many of them during the latter part of the month. The number of letters written in this division during the fiscal year was 1,958.

## THIRD DIVISION—SUBSISTENCE DEPARTMENT.

In this division there were audited, during the past fiscal year, 867 accounts of officers doing duty in the Commissary Department of the army, involving an expenditure of \$1,873,198 43.

The total amount of expenditures and transfers acted upon in this division and certified by the Second Comptroller, for the same period, is \$2,506,618 50.

Number of letters written, same period, 953.

The number of accounts audited during the quarter ending 30th September, 1856, is 219, involving an expenditure of \$645,559 21.

The total amount of expenditures and transfers acted upon and certified by the Second Comptroller, for the same period, is \$847,148 35.

Number of letters written, same period, 225.

There remained on file, unaudited, on the 30th September, 21 accounts of officers, involved in the sum of \$51,415 23.

## FOURTH DIVISION—PENSION BRANCH.

To this division is assigned the keeping and settlement of accounts of pension agents; the settlement of claims on account of arrearages of pensions, and for due and unclaimed pensions for a period exceeding fourteen months, and therefore payable at the treasury; and the preparation of reports to Congress and the different departments connected with the pension branch, involving the whole correspondence pertaining thereto.

During the fiscal year ending June 30, 1856, there were received and recorded by this branch of the office 1,804 letters.

Of letters written there were 2,155.

Of calls for information from the Pension Office, &c.—

Received and answered there were.....	411
Of pension agents' accounts received.....	194
Of pension agents' accounts settled.....	179
Of pension claims received and settled or otherwise disposed of	681



The agents' accounts involved the expenditure of.....	\$1,179,213 07
The pension claims an expenditure of.....	24,487 06
On the 30th September last there were of pension agents' accounts on hand and unsettled .....	14
Of pension claims on hand.....	none

## FIFTH DIVISION—ENGINEER DEPARTMENT.

To this division are assigned the accounts of officers and agents disbursing under the direction of the Engineer and Topographical Engineer Bureaus of the War Department, as also the accounts of certain officers and agents disbursing under the special direction of the War Department, and which are sent to this office for settlement. These embrace expenditures for military and geographical surveys; for surveys of routes for a railroad from the Mississippi river to the Pacific ocean; for all works of river and harbor improvement on the lakes and on the Gulf of Mexico; for the construction and repairs of fortifications; for surveys of harbors on the Atlantic and of rivers emptying into it; for the Washington aqueduct, the extension of the United States Capitol, the continuation of the Post Office building, and other miscellaneous accounts diversified in their character.

The number of quarter-yearly accounts that were on file in this division, unadjusted at the commencement of the fiscal year ending 30th June, 1856, was..... 96

The number received during that year was..... 230

And the number for adjustment was therefore..... 326

Of this number, there were adjusted during the year..... 304

And the number remaining unadjusted at its close was..... 22

The three hundred and four accounts, adjusted within the year, involved the sum of ..... \$5,813,586 20

In addition to the number of accounts unadjusted on the 1st July last, namely..... 22

There had been received up to the 1st October..... 44

Making an aggregate of..... 66

Of this number, there were adjusted between the 1st of July and the 30th of September last, (in which an amount of \$243,500 13 was involved,)..... 41

And there remained unadjusted on the 1st October... 25

Of the twenty-five accounts on file and unadjusted on the 1st October, nine were received during the month of September, 1856, and sixteen prior thereto. Letters written..... 345

## SIXTH DIVISION.—MISCELLANEOUS.

During the fiscal year 241 claims and accounts demanding investigation were received, involving an amount of \$725,770 02; and up to the 30th of September last there were received 342 of such claims and accounts of the aggregate amount of \$1,303,238 95.

In the fiscal year 359 claims and accounts were reported and acted upon, involving an amount of \$278,164 06, of which there was allowed the sum of \$133,446 24, and the remainder, amounting to \$144,717 79, was disallowed and suspended for want of legal authority to allow, or for defective and insufficient evidence. Within the same time, there were also investigated and reports made upon 31 other claims and accounts of the large aggregate amount of \$2,820,692 18, some of them very voluminous, and involving an unusual amount of labor and examination, all upon calls of Congress and the Court of Claims.

Up to the 30th September last 437 claims had been reported and acted upon of the aggregate amount of \$948,703 65; upon which there was allowed the sum of \$794,254 75, and disallowed and suspended the sum of \$154,448 90 for the reasons above mentioned, including in the amount allowed the sum of \$574,389 26, on account on the war loan bonds of the State of California.

In the fiscal year there were 742 letters received, 1,076 other papers received and filed, 873 letters written, copies made covering 430 pages of foolscap paper, and record books filled to the amount of 849 pages. Up to the 30th September, 1856, there were 822 letters received, 1,409 other papers received and filed, 1,044 letters written, copies made covering 544 pages of foolscap, and record books filled to the amount of 926 pages.

## SEVENTH DIVISION.—SOLDIERS' CLAIMS AND BOUNTY LAND DEPARTMENT.

During the past fiscal year 1,680 communications relating to pay, pension and bounty land claims were duly investigated and disposed of, including claims of widows and orphans under acts of March 16, 1802, April 16, 1816, and the first section of the act of March 3, 1853, (McRae's volunteers,) which are executed in this office. Of the entire number of claims presented 34 were allowed. The amount of money involved in the payment of the claims allowed was \$3,035 13. 40,746 bounty land claims, with 343 invalid and half-pay pension cases, were examined and certified to the Commissioner of Pensions.

Since the 1st July and up to the 30th September, embracing the first quarter of the current fiscal year, 16,142 bounty land claims, with 63 invalid and half-pay pension cases, have been examined and certified to the Commissioner of Pensions. 389 communications relative to pay, pension and bounty land claims have also been received and registered at this office, all of which have been disposed of. The number of letters written during the year in this division was 2,443.

## EIGHTH DIVISION.—COLLECTIONS.

At the commencement of the last fiscal year the balances outstand-

ing on the books of this office, as stated in my last annual report under date of November 9, 1855, were as follows:

On account of arrearages prior to 1820.....	\$2,856,453 77
Charged on the current books since 1820.....	3,127,176 80
Total.....	<u>5,983,630 57</u>

Of the amount due on account of arrearages there was in suit and in the course of prosecution, under the direction of the Solicitor of the Treasury, the sum of \$2,158,018 64, and of the amount charged on the current books \$1,475,906 62, leaving a balance of \$2,349,705 31 for collection by suit or otherwise. During the last fiscal year and the first quarter of the present fiscal year, ending 30th September, 1856, the balance on account of arrearages has been reduced in the sum of \$47,653 60, and of the amount on the current books in the sum of \$195,404 38. Twelve transcripts of accounts, exhibiting a balance of \$304,127 16, were prepared, with a brief of the facts in each case, and transmitted to the Second Comptroller of the Treasury for suit. Of this amount there has been a reduction in the sum of \$10,909 53, by payments and re-adjustments of the accounts. The number of letters written in this division and recorded is 1,656, and the number received and registered is 948. Quarterly reports have also been made to your department, exhibiting the names of the debtors, office or capacity in which disbursing, their residences as far as known, the date to which their accounts were last settled, and the amount due at the end of the quarter.

The business of this division, from the 1st of July, 1855, to the 30th of September, 1856, may be thus briefly stated:

Total balance, June 30, 1855.....	\$5,983,630 57
From which deduct amount closed by settlement and payments into the treasury.....	\$243,057 98
Amount in suit and in course of prosecution, under the direction of the Solicitor of the Treasury, on account of arrearages.....	2,110,365 04
Of amount charged on current books....	<u>1,764,559 72</u>
	<u>4,117,982 74</u>
Balance.....	1,865,647 83
To which add amount charged to officers during the year, reported as having ceased to disburse, and who have accounts and vouchers in process of adjustment.....	79,500 55
Total balance outstanding.....	<u>1,945,148 38</u>
Of which occurred prior to 1820.....	<u>698,434 13</u>
Leaving of balances since 1820, and outstanding September 30, 1856.....	<u><u>1,246,714 25</u></u>

The foregoing details of work done in the various divisions of this office compare favorably with those of former years. It will be seen that, on the one hand, the amount of labor necessary to a discharge of the duties of the office has been gradually on the increase, while, on the other hand, the number of clerks employed has diminished.

During the month of June this office was removed from the lower story of the treasury building to its present location. By this change at least one month was lost in labor of removal, re-arrangement of rooms, cases, books and papers, and the confusion inevitably resulting therefrom. It is gratifying, however, to be able to state that notwithstanding the increased business and diminished force, together with the drawback attending the removal of the office, the summary of business, on the 30th September, being the close of the first quarter of the present fiscal year, shows that the labors of the clerks have kept up with the exigencies, so that no material injury has resulted to the public service, either by delay in the examination and settlement of accounts, or in discharge of any of the duties by law assigned to this office. The present working force of the office consists of sixty-six clerks. At the date of my last report there were sixty-eight employed, and during the fiscal year previous thereto there had been at one time as many as eighty-two employed.

These reductions have been made by transfers to other bureaus, at various times, by the head of the department. In this connexion I beg leave to invite your attention to the fact that notwithstanding there are now only sixty-six clerks actually employed in this office, as above stated, yet it is compelled to estimate for the salaries of twenty-four clerks employed in other bureaus, whereby it is apparently charged in the appropriations with \$32,800 of salaries of clerks doing duty elsewhere. It would seem but fair that each office should estimate only for the salaries of the clerks actually employed in it.

During the past year a number of instances have occurred, more especially in the Quartermaster's Department, of disbursing officers rendering accounts claiming a balance to be due them by the government. This has necessarily caused more or less delay in their settlement, for in such cases the accounts are withheld until satisfactory explanations are received showing how the balance accrued. The withholding of the accounts from settlement and calling for explanations have, in several instances, I regret to say, produced bad feelings on the part of the officers rendering the accounts, it being considered by them an implied impeachment, or at least suspicion of the correctness of the account. The regulations provide that disbursing officers shall make timely estimates to their respective chiefs of the amounts required for the public service during each quarter, and thus keep themselves supplied with funds. The accounting officers consider that where circumstances render it impossible for the funds thus to be procured and, therefore, the officer borrows, or advances from his own means, money to defray accruing expenses, and renders his account showing a balance due him, such balance becomes a "claim" which they have a right and are in duty bound to investigate before acting upon it. The mere fact that the vouchers are presented, showing the application of money to the public service is not of itself conclusive ;

but explanation should be given of the reason why such an advance was made on the credit of the government and the necessity therefor. The practice should, as far as possible, be avoided and discouraged. With ample means in the treasury, the actual necessity for such advances will seldom occur, if officers make use of a timely precaution; where, however, it is impossible in the nature of the case, it should not be considered as asking too much that the circumstances should be stated and explained fully.

A practice at one time, it is believed, prevailed to a considerable extent amongst disbursing officers, in various departments of the government, of taking receipts or vouchers from persons to whom money was due from the government, the payment to be made when sufficient funds were on hand, and in this way balances would accrue, by the use of such vouchers, in the rendition of accounts, although the money had not been paid and therefore no advance actually made. But such instances cannot now occur without an express violation of law, it being made a penal offence for any officer charged with the disbursement of public moneys to "accept or receive, or transmit to the Treasury Department to be allowed in his favor, any receipt or voucher from a creditor of the United States, without having paid to such creditor in such funds as the said officer may have received for disbursement, &c., the full amount specified in such receipt or voucher."

In my last annual report I alluded to the fact that between the 8th March, 1854, and the date of the report, (9th November, 1855,) forty-seven officers of all grades had resigned their commissions in the army, having balances standing charged against them on the books of this office, amounting in the aggregate to \$43,281 12. Since that time there have been forty-five resignations of officers of all grades, with an aggregate balance against them of \$33,068 54. I also alluded to the fact that paragraph forty-two of the army regulations of 1847 seemed to have in view some restrictions with reference to resignations of officers of the army, but which was not clearly defined. It would not seem unjust to make payment, or settlement of balances due the government, as a condition precedent to the acceptance of a resignation. Many of these charges are on personal account for over-payments on account of transportation, commutation, or other allowances, the amounts in such cases not being large; and in many instances the officer resigning has no fixed place of residence, or if so it is not known to the accounting officers, and cannot be obtained from the office of the adjutant general. In such cases there is a remedy whilst in the service, viz: a stoppage of pay, and which can be resorted to when other means fail; but after a resignation has been accepted, nothing remains but the personal responsibility of the individual in a suit at law, which is always tedious and often unavailing. It is but just, however, that I should say that generally those officers respond to the calls made on them for settlement of their accounts promptly. In many instances the balances arise from the suspension of vouchers rendered in their accounts, which may be passed to their credit on necessary corrections, explanations, or proof being made.

The claim of the State of California for expenses incurred in the suppression of Indian hostilities within the State, prior to the 1st

January, 1854, which has been on file in this office since August 10, 1854, and to which I referred in my report of 1854, is now being paid, in pursuance of the provisions of an act of Congress passed at the last session.

The principle adopted in the settlement of this claim, by direction of Congress, being entirely at variance with the established usages of the executive departments and the action of Congress since the formation of the government, with respect to similar claims for advances made by States for the use and benefit of the United States, or for expenses incurred by them in the suppression of Indian hostilities within their borders, together with the magnitude of the amount involved, has seemed to me sufficient reason to call for special allusion to it in my report. This principle, if once established and recognized as a precedent for future action, will effectually take away from the general government that right which it has heretofore claimed, without question or objection, so far as I know, to investigate and revise such claims, requiring full and satisfactory evidence, with vouchers, showing that the amount claimed was actually expended for the use and benefit of the United States, or in the suppression of hostilities, as claimed. Such was the mode pursued in the settlement of claims preferred by the States of Virginia, Maryland, Pennsylvania, North Carolina, Connecticut, New Hampshire, Massachusetts, Delaware, New York, New Jersey, Rhode Island, South Carolina, Georgia, and Vermont, for advances made by them during the war of 1812; of Virginia, Louisiana, Tennessee, Alabama, Mississippi, Ohio, Indiana, Pennsylvania, North Carolina, South Carolina, Georgia, Michigan, Texas, and New York, for advances made during the Mexican war; and of South Carolina, Alabama, Georgia, and Florida, for expenses incurred by them during the Seminole Indian hostilities.

In the present case, Congress, in the 9th section of the act making appropriations for the support of the army for the year ending the 30th June, 1855, provided: "That the Secretary of War be, and he is hereby, authorized and directed to examine into and ascertain the amount of expenses incurred and now actually paid by the State of California in the suppression of Indian hostilities within the said State prior to the first of January, anno Domini eighteen hundred and fifty-four, and that the amount of such expenses, when so ascertained, be paid into the treasury of said State: *Provided*, That the sum so paid shall not exceed in amount the sum of nine hundred and twenty-four thousand two hundred and fifty-nine dollars and sixty-five cents; which amount is hereby appropriated out of any moneys in the treasury not otherwise appropriated." Accordingly, the claim of the State was forwarded to the Hon. Secretary of War, and by him referred to this office in the usual course, on the 10th of August, 1854, but not accompanied with vouchers or other evidence going to show how said claim accrued, or for what purpose the money was expended, further than appeared by the legislation of the State authorizing the issue of bonds by the authorities of said State, bearing interest at the rates of seven and twelve per cent. per annum, and certified schedules of the dates, numbers and amounts of the bonds issued, in pursuance of said legislation. The Secretary of War not considering the



evidence furnished sufficient; no further action was had thereon until the commissioners appointed by the State of California to superintend the settlement of the claim with the general government filed in the War Department an abstract of payments made on account of several expeditions against the Indians, with vouchers, rolls, &c., and which were transmitted to this office on the 15th of July, 1856, for investigation and report. It was my intention to have the claim taken up at an early period and examined, but further investigation was precluded by section 8 of the act making appropriations for certain civil expenses of the government for the year ending the 30th June, 1857, passed 18th August, 1856, which provided: "That the Secretary of War is hereby authorized and directed to pay to the holders of the war bonds of the State of California the amount of money appropriated by act of Congress approved May [August] fifth, eighteen hundred and fifty-four, in payment of expenses incurred and now actually paid by the State of California for the suppression of Indian hostilities within the said State, prior to the first day of January, anno Domini eighteen hundred and fifty-four, under the following restrictions and regulations: Before any bonds shall be redeemed by the Secretary of War, they shall be presented to the board of commissioners appointed by the legislature of said State by an act approved April nineteenth, eighteen hundred and fifty-six, and the amount due and payable upon each bond be endorsed thereon by said commissioners. Upon presentation to the Secretary of War of any bond or bonds thus endorsed, it shall be his duty to draw his warrant in favor of the holder or holders thereof for the amount certified to be due upon the same by the said commissioners upon the Secretary of the Treasury, who is hereby directed to pay the same: *Provided*, That said amounts in the aggregate shall not exceed the amount of money appropriated by act of Congress approved August fifth, eighteen hundred and fifty-four," &c.

By this legislation, you will observe, the issue of the bonds was made *conclusive* as to the fact of the "expenses" having been "incurred" and "actually paid," and upon certificate of the board of commissioners that the bonds were genuine, and the amount due and payable thereon endorsed by them, payment was directed to be made at the treasury.

In this connexion I beg leave to remark that large claims of a similar character are understood to have originated within the last year in prosecution of Indian wars in Oregon and Washington Territories, where the same course has been pursued of issuing "scrip," to the amount, as I am informed, of several millions of dollars. The extraordinary prices which are paid for services, supplies, &c., in the prosecution of such hostilities, and the great facility with which immense claims may be created when there is no check to be imposed upon improvidence, so far as the general government is concerned, not to say the opportunities that oftentimes occur under such peculiar circumstances for practising direct frauds upon the treasury, would seem to require that such claims should in all cases be subjected to rigid investigation, and the uniform practice of the government herefore be not departed from in that respect. It is, of course, impossible

for Congress to give claims of this description the close scrutiny and thorough investigation which they require. But the substitution of this new mode of determining the amount, viz: by the gross amount of "bonds" issued, without reference to whether the amount actually applied to the public service was twenty or fifty or more per cent. on the principal sum, is calculated to stimulate extravagance and lead to alarming abuses, whilst the benefits go not into the pockets of those who furnished the supplies or rendered the service, but of capitalists and speculators, who are always ready, on such occasions, to take advantage of the necessities of the needy and the circumstances of the time. It is not intended in anything which I have said in this report to impeach the correctness of the claim preferred by the State of California, my object being solely to invite attention to the fact that the mode of settlement adopted in this case has been entirely different from that uniformly observed heretofore. Up to this date bonds to the amount of \$765,870 have been filed and reported for payment, of which the sum of \$97,370 is for interest accrued up to 1st January, 1854.

There is a class of claims for horses lost in the military service of the United States, that have been recently coming into the office, under the act of March 3, 1849, to which I invite attention. They are by volunteers engaged in the Rogue river Indian war in Oregon in 1853, and in the suppression of Indian hostilities in California subsequent to the termination of the Mexican war, and prior to the 1st of January, 1854. The volunteers first named, besides the highest rate of pay known to the law, received four dollars per day for the use and risk of their horses until such period as the allowance reached double the appraised value of the horse. The California volunteers were paid five dollars per day for the service of each private, and one dollar per day for each horse, making the extravagant and hitherto unheard of annual compensation of each private mounted volunteer *two thousand one hundred and ninety dollars*, besides subsistence, forage, clothing, and transportation. The pay of officers was equally enormous. Majors ten to fifteen dollars per day; quartermasters, commissaries, surgeons, adjutants, and captains, eight to twelve dollars per day; lieutenants six to ten, and sergeants five to seven dollars per day, with subsistence, forage, and all other allowances. I can scarcely believe that volunteers who have been paid these extraordinary rates are entitled to the beneficiary provisions of acts of Congress intended for volunteers who received only ninety-six dollars per annum for their personal services, and one hundred and forty-six dollars per annum for the use and risk of their horses. None of the claims have yet been allowed.

With great respect, your obedient servant,

ROBERT J. ATKINSON, *Auditor.*

HON. JAMES GUTHRIE,

*Secretary of the Treasury.*



G.

TREASURY DEPARTMENT,  
*Fourth Auditor's Office, November 7, 1856.*

SIR: I have the honor to submit to you the required report of the operations and condition of this office during the fiscal year ending on the 30th of June last.

The number of principal accounts settled was one thousand and fifty-one. Many of these were rendered by disbursing officers, and included the accounts of officers and men, each of which had to be separately examined and calculated, to the number of sixty-nine thousand and sixty-three.

The amount involved in the accounts settled was \$15,362,880 06. The reduction made during the year in the balances reported to the department on the 18th of October, 1853, as standing on the books of this office, was \$969,302 82. Five thousand three hundred and fifteen letters were received and registered in the course of the year, and five thousand three hundred and seventy-two were written and recorded. Eleven hundred and thirty-three requisitions, and one thousand and fifty allotments of pay were registered. All the accounts stated and returned, after revision by the Second Comptroller, were journalized and posted.

Four thousand nine hundred and ninety-three applications for bounty land, under the act of March 3, 1855, were received from the Commissioner of Pensions, and after the requisite search were returned to him, with a certificate of the service performed by the applicants. As the names of these persons are scattered through the rolls of many years, made up without regard to alphabetical order, some of which contain the names of more than a thousand men each, and as it is frequently necessary to trace the men from roll to roll, in consequence of transfers from one ship to another, the examination is very arduous and unavoidably consumes a great deal of time. By a resolution of the House of Representatives, passed in 1848, the Secretary of the Navy is required to transmit to that House, annually, "a transcript of the official navy lists, in such form as to affix, opposite the name of each person contained therein, in separate columns, the annual pay of such officer or person; the amount paid him for rations, servants, and forage, and the gross amount paid or allowed him in all respects, for and on his account, for and during the preceding year." The statement thus called for is made out at this office, and being compiled from an immense number of rolls and accounts, the preparation of it employs the whole time of one of the clerks for at least three months.

The disbursing officers of the navy, resident in this country, have been very punctual in the transmission of their accounts within the time prescribed by law. There has always been some irregularity on the part of those abroad; but this is generally attributable to their distance from home, and the apprehension of vouchers being lost.

The business of this office is in good condition, and is not in arrear. There are some accounts, which have been recently rendered, that have

not yet been taken up for examination ; but they can all be settled in a few weeks.

I have the honor to be, sir, very respectfully, your obedient servant,

A. O. DAYTON.

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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H.

TREASURY DEPARTMENT,  
*Fifth Auditor's Office, November 18, 1856.*

SIR: In compliance with the request contained in your letter of the 16th October, 1855, I have the honor to submit the following report as to the character and present condition of the business of this office for the fiscal year ending June 30, 1856.

The accounts adjusted in this office are those of the United States bankers in London, our foreign ministers and secretaries of legation, consuls general, consuls, vice consuls and commercial agents ; of the disbursing agent of the Department of State, General Post Office, Census Bureau, and Commissioner of Patents ; of the various members of the commission for running and marking the boundary line between the United States and Mexico ; the awards of commissioners under treaties with foreign governments, and awards of commissioners under special acts of Congress ; of the owners of vessels for the passage of destitute or criminal seamen, and of the estates of citizens who have died abroad. Of these accounts, with a force of seven clerks, one thousand and seventy-two have been adjusted, and the reports copied into a record-book, and to each minister a full copy of the "statement" of his account has been sent. There have also been written, in relation to the business of the office, eleven hundred and thirty-three letters. The accounts for consuls' salary and fees, growing out of the law for "remodeling the diplomatic and consular system," has largely augmented the labor of this office. Some confusion and delay have occurred in the settlement of consuls' accounts, and the payment of their drafts, incident to organizing a new system.

The instructions for carrying out the law were not received by many consuls in time to make up their accounts, according to the prescribed forms. The instructions, under the amended law, now being prepared with great care in the State Department, will probably remedy all the difficulties that have been experienced by the consuls in the preparation of their accounts, and the adjustment of them in this office. A further increase of the labor of the office has arisen from the more frequent settlement of accounts. It was the usage of the office to adjust the accounts of ministers and salaried consuls annually ; they are now adjusted quarterly. Sometimes a minister incurs contingent expenses which the Secretary of State does not deem necessary for the public interest ; by a prompt adjustment of his account he is saved from a further loss. Not unfrequently the consul sends imperfect vouchers. Unless his accounts are at once examined

and adjusted, he may be unable to perfect his vouchers, and he must lose the amount, unless, to relieve him, the accounting officers relax their well-considered rules. Experience shows that the more frequent the settlement between the treasury and the distant agent of the government the better for both parties. During the year the current work of the office has been kept up and many suspended accounts finally closed; and I am happy to state that every employé has performed the duties assigned to him in a prompt and creditable manner.

I have the honor to be, sir, most respectfully, your obedient servant,

M. McCONNEL, *Auditor.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

# I.

## AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 15, 1856.

SIR: In compliance with your request of the 26th ult., I have the honor to submit the following report, exhibiting the operations of this office during the fiscal year ending June 30, 1856, together with a general outline of its principal duties, the character and attendance of its officers, and the present condition of its business.

### EXAMINERS' DIVISION.

This division is first in the order of arrangement, as it receives from the department the quarterly accounts of postmasters, examines them, adjusts the commissions and emoluments, and ascertains the true balance; thus preparing the basis for the labors of the other branches of the office. The following number of accounts was examined during the fiscal year, viz:

For the quarter ending September 30, 1855.....	24,153
For the quarter ending December 31, 1855.....	24,393
For the quarter ending March 31, 1856.....	24,389
For the quarter ending June 30, 1856.....	25,100
	<hr/>
	98,035
	<hr/>

In 13,824 of which errors were discovered, each increasing the balance due to the United States more than fifty cents.

Accurate copies of these (13,824) accounts as rendered by postmasters, and as audited by this office, have been prepared and furnished to the postmasters by whom the errors were committed, accompanied by such instructions as would enable them to guard against errors in future.

Postal accounts with Great Britain, Prussia, Bremen, and other

foreign governments, are adjusted by a clerk in this division, who also disburses the "salary and contingent funds" of the office.

With a view of testing the accuracy of postmasters in transcribing on their "transcripts" rendered to the department, the entries of postage from the "post bills" accompanying the letters for delivery and distribution, on which they collect postage or receive commission, I have caused the "transcripts" and "post bills" to be compared; and this plan will doubtless protect the department from losses arising from inaccuracy or fraud.

The examination of the quarterly accounts of postmasters has invariably been completed within ninety-five days subsequent to the expiration of the quarter for which they were rendered.

#### REGISTERS' DIVISION.

This division is next in order, as the registers receive daily, as rapidly as they are examined, the accounts that have been adjusted by the examiners; analyze and enter in suitable books all the items embraced in each account, under the proper head of appropriation, and record the various incidental expenses of postmasters; and the fact that each account furnishes an average of fourteen items for entry, that the aggregates of these entries are ascertained and the results proved quarterly, and that 98,035 accounts have been thus registered during the year, is a sufficient guarantee that the nine clerks of the division have labored faithfully and diligently in the performance of their duties.

#### BOOK-KEEPERS' DIVISION.

This division has received the registers, within twenty days after the expiration of the quarter in which the accounts were rendered; and the balances ascertained have been entered in the ledgers within the quarter.

The current ledgers are forty-one in number, of "imperial" size, and contain all the accounts pertaining to the department, about 46,551 in number. The postings, embracing entries of balances, warrants, drafts, collections, &c., have been completed and examined within the period prescribed by regulation.

#### PAY DIVISION.

This division has audited and paid, quarterly, 5,293 accounts of contractors, within the period fixed by their contracts, in all cases in which the proper data for settlement could be obtained by this office.

The duties of this division are not simply what its title implies, as it also collects a large portion of the revenues of the department, by means of "collection orders" sent by the pay clerks to contractors, in time to enable them to present them for payment at the close of each fiscal quarter. These "orders" call for payment of all funds belonging to the department in the hands of postmasters on whom they are issued; 71,547 of these orders were sent out during the year, and the

department realized, in the payment of its contractors, \$1,014,054 80 of its revenues, three months in advance of the adjustment by this by this office of the accounts on which payments were made; at the same time relieving the postmasters of the custody of the funds, the risk of loss by fire or robbery, or the inconvenience of transporting them to some distant depository; and removing the temptation to misapply the government money to their private uses. It is, also, a great accommodation to the contractor, as he thus receives about 60 per cent. of his compensation immediately after the termination of his services for each fiscal quarter, some two months prior to the period fixed by his contract for payment by this office.

#### COLLECTING DIVISION.

It is the duty of this division to collect by issuing drafts, or the institution of suit, all sums due to the department by delinquent postmasters, late postmasters, contractors, failing bidders, and others; to conduct the correspondence growing out of efforts to collect, and to furnish the necessary papers and instructions to United States district attorneys and marshals. The following number and classes of accounts were in charge of the division during the last fiscal year, viz:

Of accounts prior to June 30, 1855.....	11,547
Of accounts of persons whose term of office expired within the year.....	6,423
And of present postmasters.....	25,565
Total .....	<u>43,535</u>

Statements of these accounts have been carefully transcribed from the ledgers, properly endorsed, and arranged alphabetically, geographically, and chronologically; so that no difficulty can arise in obtaining promptly, from the files of the office, any account or paper that may be required.

4,905 "collection drafts" have been issued; and \$58,974 94 collected of delinquent postmasters, who had failed to pay the proceeds of their offices, in accordance with the instructions of the department. The correspondence of the division covers 1,705 folio post pages; in addition to which, 10,836 circular letters have been issued, the large number of analogous cases enabling me to reduce the labor materially by the use of printed letters.

69 suits were instituted during the year, 26 judgments obtained thereon; \$9,609 59 collected, and 40 accounts closed.

The balance due to the United States by late postmasters, on June 30, 1855, not in suit, amounted to \$113,655 44; of which there was apparently due \$33,495 09 by late postmasters in California and Oregon, which should be deducted, as the amount is covered by vouchers, under the provisions of the 4th and 5th sections of an act approved July 27, 1854; leaving due to the United States, by late postmasters in the Atlantic States, \$80,160 35. Of this sum there has been collected \$62,011 44; and of the sum \$124,094 98, due by late postmasters of the last fiscal year, \$55,887 64 has been collected.

The method pursued for the collection of balances due to the department by late postmasters is both simple and effective, and may not be uninteresting. As soon after a postmaster's term of office expires as the sum due to the United States can be ascertained, *i. e.* within the ensuing quarter, drafts are issued in favor of the postmaster at some convenient offices, (or at the same offices if the funds can be used by the department,) for collection of all sums exceeding \$10. The parties are promptly furnished with statements of their accounts, and explanations of any differences between them and this office; and in case of failure to pay the demand, or present adequate ground for abatement, within 30 days, the names of the sureties are furnished, with instructions to demand payment of them. The balances under \$10 are presented for collection, after all the postings have been made in the ledgers, for the quarter in which the person indebted became late postmaster; and in all cases, the demand is urged upon the defaulting principal and his sureties, with a prospect of civil suit upon the bond, and, in extreme cases, criminal prosecution, under the provisions of the "independent treasury act," instead of resorting to compulsory measures upon the first refusal to pay their indebtedness. This course is also recommended by the fact that it is much less oppressive to the sureties, as they are thereby enabled to pay the defalcation of their principal, when necessary, without the annoyance of suit and the payment of costs and interest. Its efficiency is fully attested by the foregoing results.

#### MISCELLANEOUS DIVISION.

This division adjusts and enters all credits for sums paid to special mail contractors and mail messengers; examines and pays all balances due to late postmasters, special agents, contractors for furnishing blanks, &c.; records all drafts and warrants issued by the Postmaster General; enters all sums deposited in the treasury to the credit of the department; and records, envelops, and directs all official letters, together with a variety of other duties sufficiently indicated by its title.

The principal labor of this division may be thus presented, viz:

The number of accounts of special contractors adjusted quarterly, during the year, was.....	3,134
The number of accounts of mail messengers.....	1,302
The number of warrants entered during the year.....	6,840
The number of drafts entered during the year.....	10,080
The number of folio-post pages recorded.....	2,661
The number of miscellaneous accounts paid.....	660
The number of balances due late postmasters paid.....	1,679

It was the impression of the advocates of compulsory prepayment of letter postage by "postage stamps" that it would simplify and diminish the labors of this office very much; but the experience of two fiscal quarters has shown that, notwithstanding the peremptory instructions of the Postmaster General in regard to affixing postage stamps upon all domestic letters before mailing them, postage amount-



ing to \$511,717 89 has been "*paid in money*," so that the original number of columns in the "transcript of mails sent and received" is still required, and the reduced labor in the addition of "postage unpaid" and "*paid in money*," is more than counterbalanced by the increased number and magnitude of the account presented for adjustment; hence the necessity for an increase of five in the clerical force of this office, indicated in my last annual report, is more urgent than it was at that date.

The immense amount of labor performed by this office during the last fiscal year is partially presented by the following summary, viz:

The number of quarterly accounts of postmasters adjusted and audited was.....	98,035
The number of accounts on the current ledgers.....	46,551
The number of quarterly accounts of contractors audited and paid.....	21,174
The number of special contractors and mail messenger accounts settled.....	17,744
The number of payments made to special and route agents..	3,495
The number of miscellaneous accounts paid.....	660
The number of "collection orders" issued.....	71,547
The number of "collection drafts" issued.....	4,905
The number of department drafts registered.....	10,080
The number of department warrants registered.....	6,840
The number of letters received.....	122,459
The number of letters sent.....	64,715
The number of folio-post pages of manuscript letters sent....	2,661

Accurate copies of 13,824 accounts current, as rendered by postmasters, and as audited, have been furnished in cases in which errors were committed against the department, and a vast variety of other labor performed, which, if presented in detail, would greatly exceed any estimate yet made, and fully establish, for the gentlemen employed in this office, a reputation for capacity and industry in the performance of their respective public duties rarely equalled, and never excelled.

Respectfully submitted,

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

WM. F. PHILLIPS, *Auditor.*

## J.

OFFICE OF THE SOLICITOR OF THE TREASURY,  
*November 8, 1856.*

SIR: I have the honor to transmit you, herewith, a report of the operations of this office for the fiscal year ending June 30, 1856, consisting of tabular statements showing the suits brought in the several judicial districts; also, the suits decided, dismissed, or otherwise disposed of; the number and amount of judgments obtained, and the amount collected on matters in suit, whether commenced during the year or previous thereto. These tables are numbered 1, 2, 3, and 4.

No. 1 is a statement in detail of suits, judgments, and collections on treasury transcripts.

No. 2 is a statement of suits for fines, penalties, and forfeitures.

No. 3 is a statement of miscellaneous, including all suits not embraced in the two preceding tables.

No. 4, a general statement, showing the aggregates of the preceding tables, of which the following is a summary:



## Summary statement.

Districts.	Suits brought during the year.		Suits decided, or otherwise disposed of, during the year.						Collections during the year.		
	Number.	Amount sued for.	Number.	Amount of judgments on suits brought during the year.	Number.	Amount of judgments on suits previously brought.	Number.	Total amount of judgments during the year.	On suits brought during the year.	On suits previously brought.	Total collections during the year.
Maine.....	8	\$2,000 00	5	\$2,030 00	1	-----	6	\$2,030 00	-----	\$379 18	\$379 18
New Hampshire.....	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Massachusetts.....	104	65,426 00	8	2,316 66	-----	-----	12	2,316 66	\$20,077 41	21,069 77	41,147 18
Vermont.....	1	3,083 79	-----	-----	-----	-----	2	-----	-----	903 06	903 06
Connecticut.....	1	5,770 14	-----	-----	1	\$100 00	1	100 00	-----	-----	-----
Rhode Island.....	2	-----	1	909 56	-----	-----	1	909 56	-----	-----	-----
Northern New York.....	11	39,181 84	-----	-----	-----	-----	-----	-----	982 59	1,896 92	2,879 51
Southern New York.....	393	415,445 40	39	351 96	-----	-----	67	351 96	281,119 17	39,147 86	320,267 03
New Jersey.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Eastern Pennsylvania.....	29	136,513 52	-----	915 95	8	139 30	10	1,055 25	1,781 77	21,280 21	23,061 98
Western Pennsylvania.....	-----	-----	-----	-----	1	3,826 22	1	3,826 22	-----	-----	-----
Delaware.....	-----	-----	-----	-----	1	-----	-----	-----	-----	1,943 27	1,943 27
Maryland.....	2	-----	2	377 25	5	1,075 72	7	1,452 97	377 25	2,925 00	3,302 25
District of Columbia.....	1	38,350 47	-----	-----	1	17,879 37	1	17,879 37	-----	9,274 47	9,274 47
Eastern Virginia.....	4	10,922 44	1	902 92	3	4,252 17	4	5,155 09	1,035 32	8,376 08	9,411 40
Western Virginia.....	3	3,485 77	1	250 00	1	10,972 84	2	11,222 84	-----	-----	-----
North Carolina.....	2	1,465 74	-----	-----	-----	-----	-----	-----	1,226 26	-----	1,226 26
South Carolina.....	6	3,889 30	2	-----	1	-----	3	-----	-----	6,109 00	6,109 00
Georgia.....	5	1,500 00	-----	-----	1	-----	1	-----	-----	211 65	211 65
Florida.....	6	6,813 73	1	-----	1	5 00	2	5 00	1,121 00	2,750 09	3,876 00
Northern Alabama.....	8	2,055 94	2	100 00	5	767 45	7	867 45	-----	322 93	322 93
Southern Alabama.....	2	1,500 00	-----	-----	-----	-----	-----	-----	-----	-----	-----
Eastern Louisiana.....	18	11,484 08	5	10,706 27	2	1,414 50	7	12,120 77	613 80	1,332 50	1,946 30
Texas.....	4	6,119 80	-----	-----	-----	-----	-----	-----	1,085 66	-----	1,085 66

Mississippi	6									2,211 87	2,211 87
Eastern Arkansas	6		2		1	130 19	3	130 19		231 00	231 00
Western Arkansas	18	3,100 00	11		3	388 11	3	388 11		664 05	664 05
Missouri	11	47,130 92	5	1,605 67	1	100 00	6	1,705 67	33,179 05	577 04	33,756 09
East Tennessee	1	2,825 67			2	123 87	2	123 87	2,510 16	133 87	2,644 03
Middle Tennessee	9	2,008 39	6	2,357 10	5		11	2,357 10	539 03	1,917 19	2,456 22
West Tennessee	1	2,010 66	1	2,103 81			1	2,103 81	2,162 74		2,162 74
Kentucky	1				2	523 16	2	523 16		163 03	163 03
Northern Ohio	2	4,078 41	1	80 00	3		4	80 00	41 06	6,028 75	6,069 81
Southern Ohio	12	24,695 32	5	601 43			5	601 43			
Indiana	5	1,498 07									
Northern Illinois	5	7,400 00	1	2,500 00			1	2,500 00	3,100 00	1,000 00	4,100 00
Southern Illinois	2	6,777 81	1	3,237 39			1	3,237 39	3,237 39		3,237 39
Michigan	5	736 45	3	116 45	3	12,282 51	6	12,398 96	143 67		143 67
Wisconsin										14,230 82	14,230 82
Iowa					1	500 00	1	500 00			
Northern California	21	340,138 53	2	191,658 22	6		8	191,658 22	5,329 00	5,826 37	11,155 37
Southern California	1	6,672 45							6,672 45		6,672 45
New Mexico	5		1				1		158 88		158 88
Minnesota	22	66,659 48	1				1				
Washington	3										
Total	747	1,271,040 35	112	223,120 64	95	54,480 41	207	277,601 05	366,493 66	150,910 98	517,404 64

From these statements it will appear that during the year 747 suits were brought. Of these, 53 were on treasury transcripts (table No. 1) for \$791,128 45; 210 for fines, penalties, and forfeitures, (table No. 2,) the mass of which are *in rem*, but include specific penalties amounting to \$47,260 08; and 484 suits (table No. 3) of a miscellaneous character for \$432,651 82. This class includes 209 suits on warehouse transportation bonds; also suits brought by importers against collectors of the customs to recover alleged excess of duties paid under protest, and defended under instructions from the department; and 29 suits given in charge of the office by heads of departments, under the orders of the President of July 16, 1855—making up an aggregate of 747 suits brought to recover the sum of \$1,271,040 35, in addition to the amount involved in cases *in rem*.

Of the suits thus brought, 335 have been decided, and finally disposed of, as follows, viz: 112 tried and decided in favor of the United States, 24 tried and decided against the United States, and 199 settled and dismissed before trial; leaving 412 still pending.

It will also appear, from the tables, that 243 suits, brought previous to the commencement of the fiscal year, have been finally disposed of, as follows, viz: 95 tried and decided in favor of the United States, 75 decided against the United States, and 73 settled and dismissed before trial; and there remain pending 393 suits brought previous to the present fiscal year.

The aggregate number of suits tried and finally disposed of during the year is 578. The amount of judgments obtained is \$277,601 05, and the amount collected from all sources is \$517,404 64. The whole number of suits pending undecided, is 805.

I am, with great respect your most obedient servant,

F. B. STREETER, *Solicitor*.

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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## K.

### TREASURY OF THE UNITED STATES, *November —, 1856.*

SIR: In compliance with your instructions, I have the honor to submit the following summary of the business of this office during the fiscal year ending June 30, 1856:

The amount covered into the treasury during the year, on 4,466 warrants, was—

From customs, lands, and miscellaneous sources....	\$74,505,095 84
From Interior Department.....	227,883 71
From War Department.....	2,860,882 45
From Navy Department.....	1,778,521 36

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79,372,383 36

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which includes repayments of former advances and amounts transferred from one appropriation to another in the settlement of accounts.

The payments during the same period on 15,522 warrants, and about an equal number of drafts, were—

For civil, miscellaneous, diplomatic, and public debt.....	\$38,526,217 68
For Interior Department.....	4,295,522 21
For War Department.....	19,809,079 34
For Navy Department.....	15,870,302 42
	<hr/>
	78,501,121 65

which also includes payments for the transfer of balances in the settlement of accounts.

The amount received at the several offices of the Treasury, for the use of the Post Office Department, was .....	\$4,459,185 73
And the amount of 6,840 post office warrants drawn thereon.....	4,396,513 11
Balance to the credit of the department at the close of the fiscal year.....	577,158 79

For the purpose of facilitating disbursements, and for the greater security of public moneys collected at remote points, not provided with ample securities for safe keeping, and also to promote the operation of coining, the sum of \$38,088,113 92, composed of coin and bullion, has been moved during the year.

This operation has been effected, as a matter of account, by 737 transfer drafts, issued singly, and 646 issued in duplicate; and, as a matter of fact, in part by actual transportation, and in the other part by using transfer drafts in sums suitable to and supplying the wants of the business community, so far as they came within the range of our own convenience or requirements.

The arrangements introduced by you, as a legitimate consequence of the independent treasury act, (though not specifically provided for by it,) which require the treasurer and the other depositaries of public moneys to open accounts with disbursing officers, and to receive and pay out for them moneys advanced to them from the treasury, have operated, so far, to the entire satisfaction of all parties concerned, and have afforded ample security and facility for carrying out these responsible duties.

This branch of business, however, being entirely an addition to the ordinary transactions of the treasury proper, involves a great deal of labor and responsibility upon those treasury officers who are required to carry it on.

In this office alone the receipts from all sources on treasury account proper, during the year, amounted to \$8,041,975 40.

One thousand two hundred and ninety-three drafts have been satisfied, either by payment in coin or by being entered to the credit of disbursing officers. Accounts have been kept with seventy-five dis-

bursing officers, whose credits have been drawn upon and paid to the amount of \$6,695,410 56 on 17,003 checks.

The sum of \$4,544,129 44 has been transferred during the year from the assistant treasurer at New York to this office, by means of 2,079 checks given in exchange for coin previously placed in my possession, and drawn on amounts placed to my credit by the assistant treasurer in satisfaction of transfer drafts and of drafts in my favor as agent for paying the compensation of the members of the House of Representatives.

These operations, it is evident, have afforded favorable and very acceptable accommodation to our business community, while, at the same time, they have relieved the department from the onus of transporting that amount of specie which it would otherwise have been compelled to encounter.

I am happy to add, in conclusion, that all branches of business in the office proper, and in the special money department, have been conducted with highly commendable promptness and accuracy, and, as I believe, to the entire satisfaction of all persons who have had any business transactions with the office.

Respectfully,

SAMUEL CASEY,  
*Treasurer United States.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

L.

REGISTER'S OFFICE,  
November 22, 1856.

SIR: In accordance with your request, I have the honor to submit the following partial summary of the business operations of this office during the fiscal year ending 30th June last, and its present condition.

The same order, as to the division of labor, indicated in my report of November 22, 1855, has been continued, and may be enumerated as follows:

*First.* That pertaining to the receipts and expenditures of the United States;

*Second.* That to the public debt and loans;

*Third.* To commerce and navigation; and

*Fourth.* To the tonnage, registered and enrolled, of the United States.

As to the business in the first division, its details, &c., I respectfully refer the Secretary to my report of last year.

In this branch the business has increased in the year ending 30th June last considerably beyond that of the preceding year, as will be seen by the following comparative statement:

The number of treasury expenditure warrants issued during	
the year ending June 30, 1856.....	10,784
In the year ending June 30, 1855.....	8,625
In the year ending June 30, 1845.....	3,493

It will be perceived that the number of warrants issued in 1856 was 25 per cent. more than in 1855, and more than 300 per cent. greater than in 1845.

The mode of paying consuls has added greatly to the labor of this branch, and the increase of warrants has added much to the labor of all the clerks connected with this division.

The delay in the completion of the printing of these statistics, for last year, will greatly retard their compilation for this, as it is necessary to refer to the statistics of the former year. Being in the hands of the printer, we cannot refer to them; and to collate them from the various sources from whence originally made up, would be to perform the work of last year over again.

In the loan division there has been no material change since my last report, though the business has in various ways considerably increased.

The stock transactions have consisted chiefly in the redemption of the several loans, the aggregate amount of which has been reduced over eleven and three-quarter millions within the year.

The recent plan of settling accounts throws much responsibility upon this office, as the monthly abstracts of dividends paid by the different government agents are referred to me by the First Auditor for comparison, and, upon my certificate of correctness, and that the items had not been paid before, are audited and settled.

This process enables me to check, on the books of this office, the dividends that are paid, and, after each monthly settlement, tell the amount, to whom, and where dividends are still due.

The coupons paid during each month are regularly repoted, certified, cancelled, and numerically arranged.

In the division pertaining to commerce and navigation, the business has largely increased, as will be indicated by the increased size of the forthcoming volume pertaining to these statistics.

The general statements of exports and imports, by far the largest portion of the work, have been doubled in order to show, in detail, not only the countries to which exports are sent, and from whence imports are received, but also the several districts of the United States into which these imports enter, and from whence the exports depart.

Two additional tables have also been added to those showing the arrival and departure of vessels—one exhibiting the districts from whence they clear, and the countries of their destination; and the other the countries from whence they arrive, and the districts into which they enter.

The statement of indirect trade has also been essentially modified and enlarged so as to embrace not only the states comprising the German Zoll-Verien, Austria, and Switzerland, but also all countries the products and manufactures of which reach the United States through ports other than their own.

Notwithstanding this large addition to the duties of this division, and the increase consequent upon the rapid growth and expansion of the country, the whole labor has been performed by the same clerks without aid or assistance, but not without compelling me to require

some of them to perform extra labor beyond the usual hours assigned to official duty. The statistics for this report were sent up on the 7th instant.

In the division having charge of the tonnage statistics, a large amount of additional labor has devolved upon the clerks in an attempt to correct the tonnage of the United States so as to present something like the true amount. In my report of last year, the amount as shown from the returns was 5,212,001.15. This showed, evidently, too great a tonnage, as it placed us far ahead of any other nation on the globe. To correct it, and, if possible, give as near the true amount as the data to be found at the various ports would furnish, I sent instructions to the several collectors to forward lists of vessels belonging to their respective districts, with their quarterly accounts, and to credit all vessels lost at sea, sold, &c., not heretofore credited. These corrected lists reduce the tonnage to 4,871,652.46, which is very nearly the true amount of the present tonnage. Should this plan be followed up each succeeding year, these statistics will be of a more reliable character than heretofore. These corrections cost much additional labor, and if continued, will throw an additional amount each year upon this branch. In this as well as every other division of my office, the business has been promptly and faithfully attended to by the clerical force allotted me.

Frequent calls are made upon this bureau for transcripts of papers on file, connected with transactions which have become the subject of litigation or controversy, or required for other purposes by this and other departments, members of Congress, committees of Congress, &c., &c., the copying of which frequently would require the labor of one clerk for a month or six weeks; but as they are often wanted in a few days, I am compelled to take a number of the clerks away from their regular duties. Thus is the routine of business interrupted and retarded; and in order to bring it up to its proper point again, necessity compels me to make unreasonable demands upon the clerks, requiring them to return to the office and resume their labor after the usual time of adjournment.

An addition to my force of three clerks would enable me to obviate, in a great degree, this difficulty.

By a systematic division of the labor, and an observance of office hours only, the business of this office could not be kept up. The first has been attempted; but without going beyond the latter, would fail most signally in accomplishing the end.

I would, therefore, most respectfully suggest, whether Congress should, by disregarding your recommendation for additional clerks, as was the case last year, make it necessary to continue the imposition of greater burdens upon these agents of government than are consistent with a reasonable diligence or healthy application to duty.

In 1845 the business of this bureau required the service of twenty-three clerks; now there are twenty-nine. Since that time the labor has increased at least two hundred per cent. This simple statement, for the truth of which I beg leave to refer to my letter of November 22, 1855, published in your report of that year on the finances, it seems to me, should be argument sufficient in favor of granting an increase to my clerical force.



The duties of the clerks in this bureau are as onerous, requiring as much ability, and as intense application, as in any other department of the government; yet, in the General Land Office there are five of class four; in the Pension, four of the same class; in the Indian Bureau, three; and in this, but one. If my first proposition be true, this state of affairs cannot exist without manifest injustice.

Permit me, therefore, to suggest that the classification of the clerks be so changed as to allow two more of class four, and four of class three.

Congress, at its recent sitting, having provided no more than a fair compensation for its members, it is to be hoped will not hesitate to render simple justice to the poor clerk, whose onerous duties require a constant and diligent attention, scarcely allowing him, during the whole course of the year, the respite of a single day. This can be effected by an increase of salary corresponding to that allowed to the other departments, and an augmentation of force sufficient to reduce his labor to a reasonable standard.

In conclusion, allow me to state that the business in each division has been kept up to the extent of the abilities of my force, and that there has been no lagging at any of the desks in the discharge of duty; but I am fearful that delays in other quarters, some of which have been alluded to, will postpone the completion of the statistics on finance beyond the time at which they were furnished by this office last year. To expedite their completion every means in my power shall be used.

I am sir, very respectfully, your obedient servant,

F. BIGGER.

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*



*Statement showing the amount of moneys expended at each custom-house in the United States during the fiscal year ending June 30, 1856.*

District.	Collector.	Amount.
Passamaquoddy, Maine.....	Bion Bradbury.....	\$25,780 26
Machias, Maine.....	D. W. Dorman.....	2,540 27
Frenchman's Bay, Maine.....	T. D. Jones.....	4,796 18
Penobscot, Maine.....	R. H. Bridgham.....	4,799 92
Waldoborough, Maine.....	E. Wilson.....	3,397 96
Wiscasset, Maine.....	John Babson.....	6,648 20
Bath, Maine.....	C. N. Bodfish.....	9,742 98
Portland and Falmouth, Maine.....	E. Carter, jr.....	32,946 01
Saco, Maine.....	Nathaniel M. Towle.....	1,187 73
Kennebunk, Maine.....	John Causens.....	756 10
York, Maine.....	L. Junkins.....	629 52
Belfast, Maine.....	E. K. Smart.....	5,769 56
Bangor, Maine.....	G. P. Sewall.....	6,820 68
Portsmouth, New Hampshire.....	†Z. Clements.....	8,975 18
Vermont, Vermont.....	D. A. Smally.....	15,261 65
Newburyport, Massachusetts.....	James Blood.....	4,938 91
Gloucester, Massachusetts.....	Wm. H. Manning.....	6,472 11
Salem and Beverly, Massachusetts.....	E. F. Miller.....	21,362 56
Marblehead, Massachusetts.....	Wm. Bartall.....	2,196 64
Boston, Massachusetts.....	Charles H. Peaslee.....	356,797 91
Plymouth, Massachusetts.....	E. P. Little.....	3,255 04
Fall River, Massachusetts.....	P. W. Laland.....	2,339 47
Barnstable, Massachusetts.....	S. B. Phinney.....	11,040 90
New Bedford, Massachusetts.....	C. B. H. Fessenden.....	8,765 68
Edgartown, Massachusetts.....	Constant Norton.....	4,232 53
Nantucket, Massachusetts.....	E. W. Allen.....	2,275 69
Providence, Rhode Island.....	G. Bradford.....	12,654 00
Bristol and Warren, Rhode Island.....	G. H. Reynolds.....	4,923 75
Newport, Rhode Island.....	George Turner.....	5,059 04
Middletown, Connecticut.....	Samuel Babcock.....	2,084 33
New London, Connecticut.....	Henry Hobart.....	13,203 42
New Haven, Connecticut.....	M. A. Osborn.....	20,257 87
Fairfield, Connecticut.....	Wm. S. Pomeroy.....	1,690 87
Stonington, Connecticut.....	B. F. States.....	1,762 13
Sackett's Harbor, New York.....	C. K. Loomis.....	7,533 99
Genesee, New York.....	J. C. Campbell.....	10,914 55
Oswego, New York.....	E. B. Talcott.....	19,868 09
Niagara, New York.....	A. V. E. Hotchkiss.....	10,940 48
Buffalo Creek, New York.....	John T. Hudson.....	16,684 96
Oswegatchie, New York.....	H. Moody.....	9,098 57
Sag Harbor, New York.....	S. L. Gardiner.....	717 99
New York, New York.....	H. J. Redfield.....	1,082,178 55
Champlain, New York.....	Henry B. Smith.....	13,402 78
Cape Vincent, New York.....	Alfred Fox.....	7,105 96
Dunkirk, New York.....	H. P. Whallon.....	1,350 00
Perth Amboy, New Jersey.....	F. W. Brinley.....	4,016 29
Bridgetown, New Jersey.....	Wm. S. Bowen.....	372 21
Burlington, New Jersey.....	John A. Sherrad.....	162 44
Great Egg Harbor, New Jersey.....	Thomas D. Winner.....	727 86
Little Egg Harbor, New Jersey.....	Stephen Willits.....	983 80
Newark, New Jersey.....	E. T. Hillyer.....	1,603 34
Camden, New Jersey.....	J. W. Mickle.....	303 83
Philadelphia, Pennsylvania.....	Charles Brown.....	209,196 42
Presque Isle, Pennsylvania.....	James Lytle.....	1,143 31
Pittsburg, Pennsylvania.....	John Hastings.....	2,561 16

° To December 31, 1855.

† To March 31, 1856.

## STATEMENT—Continued.

District.	Collector.	Amount.
Delaware .....	Jesse Sharpe .....	\$16,378 20
Baltimore, Maryland .....	Phillip F. Thomas .....	119,776 85
Annapolis, Maryland .....	James Sands .....	897 97
Oxford, Maryland .....	R. B. Willis .....	259 73
Vienna, Maryland .....	G. A. Z. Smith .....	939 63
Havre-de-Grace, Maryland .....	C. Pennington .....	153 48
Town Creek, Maryland .....	J. R. Thompson .....	153 46
Georgetown, District of Columbia .....	Robert White .....	3,696 94
Richmond, Virginia .....	Wm. M. Harrison .....	6,084 36
Norfolk, Virginia .....	S. T. Sawyer .....	23,856 00
Tappahannock, Virginia .....	G. T. Wright .....	1,607 10
Cherrystone, Virginia .....	J. S. Parker .....	460 44
Yorktown, Virginia .....	oJ. B. Brittingham .....	397 17
Petersburg, Virginia .....	A. D. Banks .....	6,223 98
Alexandria, Virginia .....	E. S. Hough .....	6,168 90
Yeocomico, Virginia .....	G. Forbes .....	161 42
Wheeling, Virginia .....	A. J. Pannel .....	485 23
Camden, North Carolina .....	L. D. Starke .....	1,022 91
Edenton, North Carolina .....	Edmund Wright .....	269 89
Plymouth, North Carolina .....	Joseph Ramsey .....	589 04
Washington, North Carolina .....	H. F. Hancock .....	352 43
Newbern, North Carolina .....	Wm. G. Singleton .....	1,287 03
Ocracoke, North Carolina .....	O. S. Dewey .....	2,295 97
Beaufort, North Carolina .....	J. E. Gible .....	1,979 56
Wilmington, North Carolina .....	J. T. Miller .....	13,985 05
Charleston, South Carolina .....	W. F. Colcock .....	71,773 52
Georgetown, South Carolina .....	John N. Merriman .....	492 24
Beaufort, South Carolina .....	B. R. Bythewood .....	250 32
Savannah, Georgia .....	John Boston .....	38,137 53
St. Mary's, Georgia .....	J. A. Barratte .....	777 85
Brunswick, Georgia .....	Woodford Mabry .....	618 77
Mobile, Alabama .....	Thaddeus Sanford .....	50,519 46
Tuscumbia, Alabama .....	J. W. Rhea .....	1,712 01
Pearl River, Mississippi .....	Robert Eager .....	437 90
Natchez, Mississippi .....	†J. W. McDonald .....	340 00
Vicksburg, Mississippi .....	D. Walker .....	683 08
Columbus, Mississippi .....	J. L. Parham .....	115 69
Pensacola, Florida .....	Joseph Sierra .....	2,900 49
St. Augustine, Florida .....	Paul Arnan .....	1,966 50
Key West, Florida .....	John P. Baldwin .....	9,363 58
St. Mark's, Florida .....	Hugh Archer .....	5,415 99
St. John's, Florida .....	James G. Dell .....	3,970 05
Apalachicola, Florida .....	George S. Hawkins .....	5,221 60
Bay Port, Florida .....	John E. Johnson .....	353 00
Pilatka, Florida .....	R. R. Reid .....	138 46
New Orleans, Louisiana .....	Thomas C. Porter .....	245,310 41
Teche, Louisiana .....	R. N. McMillan .....	970 50
Texas, Texas .....	H. Stuart .....	11,545 89
Saluria, Texas .....	D. M. Stapp .....	7,159 44
Brazos de Santiago, Texas .....	J. H. Durst .....	22,528 16
Paso del Norte, Texas .....	C. Sherman .....	5,361 57
Miami, Ohio .....	J. Riley .....	4,118 32
Sandusky, Ohio .....	J. A. Jones .....	3,846 75
Cuyahoga, Ohio .....	Robert Parks .....	6,648 43
Cincinnati, Ohio .....	S. B. W. McLean .....	7,001 05
Detroit, Michigan .....	J. A. Harmon .....	21,076 60

o To March 31, 1856.

† To December 31, 1855.

## STATEMENT—Continued.

District.	Collector.	Amount.
Michilimackinac, Michigan.....	J. A. Wendell.....	\$1,936 18
Chicago, Illinois.....	Philip Cauley.....	11,969 39
Alton, Illinois.....	John Tetch.....	548 33
Galena, Illinois.....	D. Warm.....	471 99
Quincy, Illinois.....	Thomas Benneson.....	2,244 27
Cairo, Illinois.....	Thomas S. Hacker.....	1,592 30
Louisville, Kentucky.....	⊙H. N. Sands.....	875 87
Paducah, Kentucky.....	Wm. Nolan.....	465 14
Hickman, Kentucky.....	F. Roulhac.....	93 27
St. Louis, Missouri.....	Wm. A. Linn.....	10,575 93
Nashville, Tennessee.....	J. Thomas.....	1,243 00
Memphis, Tennessee.....	S. O. Ballard.....	4,658 47
Knoxville, Tennessee.....	John McMullen.....	1,611 04
Chattanooga, Tennessee.....	W. J. Crandall.....	245 08
Evansville, Indiana.....	Isaac Hutchinson.....	1,583 97
New Albany, Indiana.....	†John B. Norman.....	91 91
Jeffersonville, Indiana.....	F. R. Lewis.....	350 00
Milwaukie, Iowa.....	John White.....	6,592 00
Burlington, Iowa.....	Philip Harvey.....	375 80
Dubuque, Iowa.....	D. A. Mahoney.....	350 00
Keokuk, Iowa.....	Wm. Stotts.....	660 70
Minnesota, Minnesota Territory.....	†James McPetridge.....	315 00
Oregon, Oregon Territory.....	John Adair.....	11,426 85
Cape Perpetua.....	Addison C. Gibbs.....	3,500 00
San Francisco California.....	M. S. Latham.....	478,587 43
Sonoma.....	L. B. Mizner.....	4,022 06
Sacramento.....	Charles C. Sackett.....	3,669 75
San Diego.....	O. S. Whiterby.....	7,874 57
San Pedro.....	Isaac Williams.....	5,151 93
San Joaquin.....	James M. Scofield.....	5,932 20
Monterey.....	James A. Watson.....	8,199 26
Port Orford.....	R. W. Dunbar.....	2,157 86
		<b>\$3,335,841 08</b>

⊙ To March 31, 1856.

† To September 30, 1855.

F. BIGGER, *Register*.TREASURY DEPARTMENT, *Register's Office*, Nov. 24, 1856.

*Statement of the number of persons employed in each district of the United States for the collection of customs during the fiscal year ending June 30, 1856, with their occupation and compensation, per act March 3, 1849.*

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Passamaquoddy, Me. ....	1	Collector .....	\$3,000 00
	1	Surveyor .....	1,516 92
	10	Inspectors .....	1,098 00
	1	do .....	732 00
	1	Weigher and measurer .....	766 73
	1	do .....	150 70
	1	Deputy collector .....	732 00
	1	Aid to the revenue .....	732 00
	1	Boatman .....	360 00
	1	do .....	240 00
Machias .....	1	Collector .....	928 16
	1	Inspector .....	730 00
	1	do .....	459 00
	1	Deputy collector and inspector .....	500 00
	1	Inspector .....	250 00
	1	Boatman .....	225 00
Frenchman's Bay .....	1	Collector .....	1,284 56
	2	Deputy collectors and inspectors .....	1,095 00
	2	do .....	300 00
	1	Inspector .....	730 00
	1	Boatman .....	600 00
	1	Measurer .....	114 97
Penobscot .....	1	Collector .....	1,400 00
	2	Deputy collector .....	730 00
	1	Deputy collector and inspector .....	1,095 00
	1	do .....	895 00
	1	do .....	800 00
	1	Occasional inspector .....	150 00
Waldoborough .....	1	Collector .....	2,300 10
	2	Inspectors .....	1,095 00
	2	do .....	936 00
	1	do .....	850 00
	1	do .....	443 00
	1	do .....	350 00
	1	do .....	300 00
Wiscasset .....	1	Collector .....	898 97
	2	Inspectors .....	1,098 00
	2	do .....	915 00
	2	do .....	500 00
Bath .....	1	Collector .....	2,538 21
	2	Inspectors, weighers, gaugers and measurers .....	1,500 00
	1	Inspector .....	1,095 00
	1	do .....	650 00
	1	do .....	645 00
	1	do .....	600 00
	2	do .....	500 00
	1	do .....	350 00
	1	do .....	250 00
Portland and Falmouth...	1	Collector .....	3,000 00
	1	Deputy collector, weigher, &c. ....	1,500 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Portland and Falmouth—Continued.	1	Surveyor.....	\$1,252 44
	2	Weighers, gaugers, and measurers .....	1,500 00
	6	Inspectors .....	1,098 00
	5	Occasional inspectors.....	1,098 00
	1	Aid to revenue.....	198 00
	1	Aid to weighers, gaugers, &c.....	521 00
	2	Night inspectors.....	549 00
	1	Clerk.....	800 00
	1	do.....	600 00
	1	Porter.....	350 00
	2	Boatmen.....	360 00
	1	do.....	457 50
Saco.....	1	Collector.....	384 77
	1	Inspector.....	500 00
	1	do.....	403 50
	1	Aid to revenue.....	96 00
Kennebunk.....	1	Collector.....	216 53
	1	Deputy collector and inspector .....	600 00
	2	Inspectors .....	56 00
York .....	1	Collector.....	267 17
	1	Deputy collector.....	200 00
	1	Inspector.....	120 00
Belfast .....	1	Collector.....	1,472 06
	1	Inspector.....	1,098 00
	1	Aid to the revenue .....	1,098 00
	1	Inspector.....	1,089 00
	1	do.....	716 00
	1	do.....	732 00
	1	Aid to the revenue .....	200 00
	1	Gauger.....	77 76
	1	Weigher.....	6 23
	1	Measurer.....	127 27
	1	do.....	135 30
Bangor .....	1	Collectors.....	2,547 38
	3	Deputy collectors and inspectors.....	1,098 00
	1	Deputy collector, inspector, weigher, and gauger.....	1,355 04
	1	Weigher and gauger.....	452 33
	1	Aid to the revenue .....	200 00
Portsmouth, N. H.....	1	Collector.....	615 27
	1	Naval officer.....	393 95
	1	Surveyor.....	412 67
	1	Deputy collector and inspector.....	732 00
	1	do.....do.....	200 00
	2	Inspectors .....	1,098 00
	1	do.....	855 00
	2	do.....	500 00
	1	do.....	360 00
	2	do.....	300 00
	1	Occasional inspector.....	732 00
	2	Occasional inspectors.....	99 00
	3	Night inspectors.....	549 00
	1	Inspector and measurer.....	1,377 00
	1	Weigher, gauger, and measurer.....	1,019 00
Vermont, Vt.....	1	Collector.....	1,090 84
	2	Deputy collectors and inspectors.....	250 00
	1	do.....do.....	915 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Vermont—Cont nued. ....	2	Deputy collectors and inspectors.....	\$687 50
	1	do.....do.....	837 50
	1	do.....do.....	600 00
	5	do.....do.....	500 00
	7	do.....do.....	360 00
	1	Deputy collector.....	750 00
	1	Inspector, (1 month).....	62 50
	1	do.....	500 00
	1	do...(11 months).....	366 29
	1	do.....	360 00
	1	do...(3 months).....	90 00
	3	do.....	240 00
	2	Boatmen (10 months).....	180 00
	3	do.....	240 00
	1	do...(2 months).....	40 00
	1	do...(2 months).....	20 00
Newburyport, Mass. ....	1	Collector.....	640 08
	1	Surveyor.....	250 00
	1	do.....	476 92
	1	Naval officer.....	481 00
	1	Inspector.....	1,014 00
	1	do.....	1,092 00
	1	do.....	845 00
	1	Occasional inspector.....	600 00
	1	do.....do.....	57 00
	1	Gauger.....	15 96
	1	Weigher.....	54 48
	1	Inspector.....	201 00
	1	Boatman.....	294 67
Gloucester.....	1	Collector.....	2,243 42
	1	Surveyor.....	630 25
	2	Inspectors.....	1,198 00
	1	Inspector.....	300 00
	1	do.....	150 00
	1	Weigher, gauger, and measurer.....	618 16
	1	do.....do.....	781 30
	1	Boatman.....	240 00
Salem and Beverly.....	1	Collector.....	2,187 87
	1	Deputy collector.....	1,000 00
	1	Clerk.....	930 00
	1	Naval officer.....	1,304 49
	1	Surveyor.....	745 66
	1	do.....	274 38
	3	Inspectors.....	1,098 00
	2	do.....	999 00
	2	do.....	1,002 00
	1	do.....	1,005 00
	1	do.....	996 00
	1	do.....	960 00
	1	do.....	636 00
	1	do.....	339 00
	1	Weigher and gauger.....	1,234 21
	1	do.....do.....	1,233 46
	1	do.....do.....	1,209 89
	1	Measurer.....	420 36
	1	do.....	339 13
	1	Laborer and assistant storekeeper.....	732 00
	2	Boatmen.....	300 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Marblehead .....	1	Collector.....	\$830 33
	1	Deputy collector and inspector.....	547 50
	1	do.....do.....	365 00
	1	Surveyor.....	272 78
	1	Inspector, measurer, weigher, & gauger.....	547 50
	1	Inspector.....	182 50
	2	Boatmen.....	150 00
	1	Boatman.....	100 00
Boston and Charlestown..	1	Collector.....	6,400 00
	3	Deputy collectors.....	2,500 00
	1	Cashier.....	2,500 00
	1	Assistant cashier.....	1,409 00
	1	Clerk.....	1,500 00
	3	Clerks.....	1,400 00
	3	do.....	1,300 00
	12	do.....	1,200 00
	7	do.....	1,100 00
	1	do.....	1,000 00
	2	do.....	900 00
	1	Superintendent custom-house.....	1,200 00
	1	Messenger.....	760 00
	2	do.....	540 00
	1	Engineer.....	730 00
	1	Naval officer.....	5,000 00
	1	Deputy naval officer.....	2,000 00
	1	Clerk.....	1,500 00
	1	do.....	1,250 00
	3	do.....	1,200 00
	1	do.....	1,050 00
	1	do.....	750 00
	1	Surveyor.....	4,900 00
	1	Deputy surveyor.....	2,000 00
	1	Assistant deputy.....	2,000 00
	1	Clerk.....	1,500 00
	1	Messenger.....	700 00
	13	Weighers and gaugers.....	1,485 00
	5	Measurers.....	1,485 00
	56	Inspectors.....	1,095 00
	1	do.....	800 00
	21	Night inspectors.....	600 00
	6	Night watchmen.....	600 00
	1	Appraiser at large.....	2,500 00
	2	Appraisers.....	2,500 00
	2	Assistant appraisers.....	2,000 00
	2	Clerks.....	1,400 00
	3	do.....	1,200 00
	5	do.....	1,000 00
	1	Special examiner of drugs.....	1,000 00
	1	Superintendent of warehouses.....	1,500 00
	2	Storekeepers.....	1,400 00
	2	do.....	1,300 00
	1	do.....	1,100 00
	5	do.....	1,095 00
	1	do.....	1,003 75
	1	do.....	730 00
	1	Clerk.....	1,400 00
	1	do.....	1,300 00



## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Boston and Charlestown—	1	Clerk.....	\$1,200 00
Continued.	4	do.....	939 00
	1	do.....	800 00
	3	do.....	732 50
Plymouth .....	1	Collector.....	486 87
	1	Deputy collector and inspector.....	1,098 00
	1	Inspector.....	800 00
	1	do.....	600 00
	1	do.....	300 00
	1	do.....	160 00
	1	Weigher.....	66 30
Fall River .....	1	Collector.....	1,008 16
	1	Inspector.....	718 00
	1	do.....	496 00
	1	do.....	474 00
	1	Measurer.....	16 85
	1	Gauger.....	17 16
	1	Boatman.....	300 00
Barnstable .....	1	Collector.....	1,750 00
	1	Deputy collector and inspector.....	804 00
	1	do.....do.....	750 00
	2	do.....do.....	650 00
	1	do.....do.....	775 00
	1	do.....do.....	500 00
	1	Inspector.....	500 00
	1	do.....	600 00
	1	do.....	507 00
	5	do.....	400 00
	1	Clerk.....	500 00
	3	Boatmen.....	150 00
New Bedford .....	1	Collector.....	3,000 00
	2	Inspectors.....	1,095 00
	1	Clerk.....	800 00
	2	Inspectors, weighers, gaugers, and measurers.....	1,500 00
	1	Inspector and measurer.....	327 69
	1	Inspector.....	423 00
	1	do.....	114 00
	1	do.....	120 00
	1	do.....	84 00
	1	Aid to revenue.....	56 00
	1	Boatman.....	420 00
Edgartown .....	1	Collector.....	941 00
	1	Deputy collector and inspector.....	1,095 00
	1	do.....do.....	600 00
	1	Inspector.....	730 00
	1	do.....	400 00
	1	Temporary inspector.....	15 00
	1	Boatman.....	240 00
Nantucket .....	1	Collector.....	612 12
	1	Deputy collector and inspector.....	1,095 00
	1	Inspector.....	716 00
	1	Measurer, (temporary).....	101 11
	1	Weigher (temporary).....	23 69
	1	Gauger, (temporary).....	1 92
	2	Appraisers, (temporary).....	5 00
	1	Night watch, (temporary).....	12 00



## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Nantucket—Continued ...	1	Night watch, (temporary) .....	\$4 00
Providence, R. I. ....	1	Collector .....	1, 405 22
	1	Deputy collector .....	807 06
	1	Clerk .....	616 66
	1	Naval officer .....	774 29
	1	Surveyor, Providence .....	621 70
	1	do .. East Greenwich .....	250 00
	1	do .. Pawtuxet .....	200 00
	6	Inspectors, foreign .....	1, 095 00
	4	do .. coastwise .....	545 00
	1	do .. Pawtuxet .....	450 00
	1	do .. Pawtucket .....	300 00
	1	do .. East Greenwich .....	300 00
	1	Weigher .....	1, 330 96
	1	Gauger .....	390 60
	1	Measurer .....	592 97
	1	do .. Providence .....	537 50
	1	Boatman, Providence .....	300 00
	1	do .. Pawtuxet .....	420 00
	1	do .. East Greenwich .....	132 00
Bristol and Warren .....	1	Collector .....	766 59
	2	Inspectors .....	549 00
	1	do ..	420 00
	1	Temporary inspectors .....	219 00
	1	do ..	153 00
	1	do ..	78 00
	1	do ..	60 00
	2	Weighers .....	346 28
	2	Gaugers .....	163 68
	1	Assistant storekeeper .....	549 00
	1	Boatman .....	216 00
	1	do ..	84 00
	1	Surveyor .....	347 44
	1	do ..	294 86
Newport .....	1	Collector .....	453 52
	1	Superintendent lights .....	344 89
	1	Agent marine hospital .....	4 73
	1	Naval officer .....	515 65
	1	Surveyor .....	424 13
	1	do ..	250 00
	1	do ..	200 00
	1	Deputy collector and inspector .....	546 00
	1	Inspector .....	552 00
	1	do ..	546 00
	1	do ..	300 00
	1	Temporary inspector .....	207 00
	1	do .. do ..	378 00
	1	do .. do ..	18 00
	1	do .. do ..	186 00
	1	do .. do ..	233 83
	1	do .. do ..	14 85
	1	Gauger .....	46 52
	1	Night watch .....	2 50
	1	Boatman .....	450 00
	1	do ..	270 00
Middletown, Connecticut ..	1	Collector .....	516 52
	1	Surveyor .....	375 17

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Middletown—Continued ..	1	Surveyor.....	\$311 20
	1	do.....	272 51
	1	Inspector .....	650 00
	1	do.....	350 00
	1	do.....	300 00
New London.....	1	Collector .....	2,091 93
	1	Surveyor.....	315 24
	1	Inspector .....	650 00
	1	do.....	600 00
	1	do.....	250 00
	1	do.....	100 00
	1	Inspector, weigher, gauger, and measurer.	788 17
New Haven.....	1	Collector .....	3,000 00
	1	Deputy collector and inspector .....	1,095 00
	1	Surveyor.....	765 37
	1	Storekeeper.....	500 00
	1	Inspector, weigher, and measurer .....	1,500 00
	2	Inspectors, gaugers, and weighers.....	1,500 00
	4	Inspectors .....	1,095 00
	1	do.....	60 00
	1	do.....	54 00
	1	do.....	18 00
	1	Day and night inspector .....	854 00
	1	Aid to the revenue.....	48 00
	1	do.....do.....	386 00
	1	Night watch.....	198 00
	1	do.....	162 00
	1	do.....	184 00
	1	do.....	210 00
	1	Boatman.....	300 00
Fairfield.....	1	Collector .....	934 69
	1	Inspector, measurer, gauger & weigher.	1,098 00
	1	do.....do.....	175 00
	1	do.....do.....	108 00
Stonington.....	1	Collector.....	250 00
	1	Surveyor.....	150 00
	2	Inspectors.....	500 00
	1	Weigher and gauger.....	107 76
	1	Boatman.....	216 00
Sackett's Harbor, N. Y....	1	Collector.....	717 80
	1	Deputy collector and inspector .....	730 00
	1	do.....do.....	640 00
	1	do.....do.....	365 00
	1	do.....do.....	250 00
	1	do.....do.....	300 00
	1	do.....do.....	180 00
	1	Aid to revenue.....	730 00
	2	Temporary inspectors.....	730 00
	1	do.....do.....	365 00
	2	Night watch.....	275 00
	2	do.....	90 00
	2	Boatmen.....	225 00
Genesee.....	1	Collector.....	781 00
	1	Deputy collector and inspector .....	900 00
	4	Inspectors.....	730 00
Oswego.....	1	Collector.....	961 84
	2	Deputy collectors and inspectors.....	1,000 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Oswego—Continued.....	2	Inspectors.....	\$730 00
	1	do.....	500 00
	1	do.....	300 00
	1	do.....	365 00
	1	do.....	410 62
	5	Clerks.....	730 00
	1	do.....	600 00
	4	Aids to revenue.....	458 00
	2	Night watch.....	343 50
	3	do.....	365 00
	1	Boatman.....	300 00
Niagara.....	1	Collector.....	1,359 14
	2	Deputy collectors.....	996 77
	2	Deputy collectors and inspectors.....	732 00
	1	Deputy collector and aid to revenue...	732 00
	2	Aids to revenue.....	671 00
	2	Inspectors.....	732 00
	3	Deputy collectors and inspectors.....	335 50
	1	Deputy collector.....	366 00
	1	do.....	400 00
	1	Warehouse inspector.....	287 00
	1	Clerk.....	732 00
	1	Night watch.....	366 00
Buffalo Creek.....	1	Collector.....	1,954 23
	1	Deputy collector.....	900 00
	1	do.....	1,000 00
	1	do.....	537 51
	1	do.....	730 00
	1	Inspector.....	1,000 00
	1	do.....	900 00
	1	do.....	600 00
	2	do.....	769 50
	1	Aid to revenue.....	540 00
	1	do.....	500 00
	5	Night watch.....	726 00
	2	Clerks.....	912 50
	1	Boatman.....	300 00
Oswegatchie.....	1	Collector.....	1,460 00
	1	Inspector.....	760 00
	1	Aid to the revenue.....	732 00
	1	Deputy collector and inspector.....	900 00
	1	do.....do.....	500 00
	1	do.....do.....	450 00
	1	do.....do.....	463 76
	1	do.....do.....	454 41
	1	do.....do.....	400 00
	1	do.....do.....	333 33
	1	Travelling inspector.....	885 00
	1	Watchman.....	732 00
	2	do.....	240 00
Sag Harbor.....	1	Collector.....	693 71
	2	Coastwise inspector.....	138 00
	1	Inspector.....	42 00
New York.....	1	Collector.....	6,340 00
	7	Deputy collectors.....	2,500 00
	1	Auditor.....	4,000 00
	1	Assistant auditor.....	2,500 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
New York—Continued....	1	Cashier .....	\$3,000 00
	1	Assistant cashier .....	2,500 00
	1	Clerk .....	1,800 00
	23	Clerks .....	1,500 00
	8	do .....	1,400 00
	2	do .....	1,300 00
	17	do .....	1,200 00
	79	do .....	1,100 00
	19	do .....	1,000 00
	2	do .....	900 00
	1	do .....	750 00
	3	do .....	700 00
	2	do .....	600 00
	1	Keeper of custom-house .....	1,000 00
	6	Watchmen .....	547 50
	1	do .....	156 00
	1	Fireman .....	547 50
	7	Porters .....	480 00
	7	Messengers .....	650 00
	1	do .....	600 00
	2	do .....	400 00
	1	do .....	300 00
NAVAL OFFICE.			
	1	Naval officer .....	4,950 00
	3	Deputy naval officers .....	2,000 00
	2	Clerks .....	1,500 00
	7	do .....	1,400 00
	3	do .....	1,200 00
	5	do .....	1,050 00
	25	do .....	1,000 00
	4	do .....	900 00
	3	do .....	800 00
	4	do .....	400 00
	1	Porter .....	500 00
SURVEYOR'S OFFICE.			
	1	Surveyor .....	4,900 00
	2	Deputy surveyors .....	2,000 00
	1	Clerk .....	1,200 00
	4	do .....	1,100 00
	5	do .....	1,000 00
	1	do .....	700 00
	1	Porter .....	600 00
APPRAISEMENTS.			
	1	General appraiser .....	2,500 00
	3	Appraisers .....	2,500 00
	5	Assistant appraisers .....	2,000 00
	1	Appraiser's clerk .....	1,500 00
	6	Clerks .....	1,300 00
	11	do .....	1,200 00
	1	do .....	1,150 00
	9	do .....	1,000 00

## STATEMENT—Continued.

Districts.	No of persons employed.	Occupation.	Compensation to each person.
New York—Continued.....	4	Clerks .....	\$800 00
	1	Storekeeper .....	1,500 00
	1	Clerk .....	1,200 00
	7	do .....	1,100 00
	6	do .....	1,000 00
	1	do .....	800 00
	1	Special examiner of drugs .....	2,000 00
	15	Laborers .....	780 00
	119	do .....	650 00
	5	do .....	624 00
	1	do .....	416 00
	2	Watchmen .....	806 00
	6	do .....	650 00
	62	do .....	624 00
		PUBLIC WAREHOUSES.	
	1	Warehouse superintendent .....	2,000 00
	1	Assistant storekeeper .....	1,400 00
	1	do .....	1,200 00
	4	Warehouse clerks .....	1,100 00
	52	do .....	1,095 00
	1	do .....	780 00
	1	Captain night watch .....	800 00
	3	Lieutenants night watch .....	650 00
	40	Watchmen .....	547 50
	1	Marker .....	780 00
	40	do .....	650 00
	1	Laborer .....	780 00
	10	do .....	650 00
	19	Weighers .....	1,485 00
	18	Assistants .....	600 00
	8	Guagers .....	1,485 00
	8	Assistants .....	600 00
	17	Measurers .....	1,485 00
	2	Assistants to markers .....	600 00
	193	Inspectors .....	1,095 00
	75	Night inspectors .....	547 50
	4	Measurers of passenger vessels .....	1,095 00
	2	Measurers of wood and marble .....	1,000 00
	11	Debenture clerks .....	1,000 00
	18	Bargemen .....	600 00
	1	Superintendent marine hospital .....	1,000 00
	1	Deputy collector at Albany .....	1,095 00
	2	Inspectors at Albany .....	1,095 00
	1	Surveyor at Albany .....	150 00
	1	Deputy collector at Troy .....	1,095 00
	1	Surveyor at Troy .....	250 00
	4	Temporary aids to revenue .....	182 50
Champlain .....	1	Collector .....	1,050 71
	1	Deputy collector and inspector .....	1,000 00
	1	do .....	750 00
	1	Deputy collector and clerk .....	600 00
	1	Deputy collector and inspector .....	600 00
	1	do .....	550 00
	2	do .....	500 00
	6	do .....	400 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Champlain—Continued ...	1	Deputy collector, aid and clerk .....	\$600 00
	3	Deputy collector and aids .....	600 01
	5	do. .... do. ....	400 00
	1	Boatman .....	240 00
	1	do. ....	180 00
Cape Vincent .....	1	Collector .....	1, 014 00
	3	Deputy collectors and inspectors .....	730 00
	2	do. .... do. ....	547 50
	2	do. .... do. ....	365 00
	2	do. .... do. ....	160 00
	2	Aids to revenue .....	547 50
	1	Boatman .....	300 00
Dunkirk .....	1	Collector .....	527 50
	3	Deputy collectors .....	250 00
Perth Amboy, N. J. ....	1	Collector .....	1, 056 35
	1	Deputy collector .....	600 00
	1	Surveyor .....	150 00
	3	Inspectors .....	600 00
	1	do. ....	540 00
	1	do. ....	400 00
Bridgetown .....	1	Collector .....	250 00
Burlington .....	1	Collector .....	256 44
	1	Deputy collector .....	32 00
Great Egg Harbor. ....	1	Collector .....	426 95
	1	Inspector .....	365 00
Little Egg Harbor. ....	1	Collector .....	421 22
	5	Inspectors .....	132 00
Camden .....	1	Surveyor .....	435 39
Newark .....	1	Collector .....	479 19
	1	Deputy collector and inspector .....	732 00
	1	Temporary inspector .....	462 00
Philadelphia, Penn. ....	1	Collector .....	6, 111 61
	1	Deputy collector .....	2, 500 00
	1	Deputy collector, 1 month and 16 days .....	319 29
	1	Deputy collector, 10 months .....	2, 178 80
	1	Clerk, 2 months .....	269 56
	1	do. ....	1, 466 30
	1	do. ....	1, 183 16
	2	do. ....	1, 366 30
	1	do. ....	1, 083 15
	2	do. ....	1, 200 00
	1	Clerk, 7 months and 12 days .....	738 46
	2	do. ....	1, 100 00
	1	Clerk, 10 months and 17 days .....	967 03
	7	do. ....	1, 000 00
	1	Clerk, 11 months .....	915 76
	1	Clerk, 1 month .....	84 24
	1	do. ....	1, 018 24
	1	Clerk, 1 month and 15 days .....	126 37
	1	Clerk, 19 days .....	52 20
	1	Clerk, 21 days .....	57 69
	1	Keeper of custom-house .....	800 00
	1	Messenger .....	600 00
	1	Porter .....	519 00
	2	Watchmen, 11 months .....	504 00

## REPORT ON THE FINANCES.

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Philadelphia—Continued..		NAVAL OFFICE.	
	1	Naval officer.....	\$5,000 00
	1	Clerk.....	1,200 00
	5	do.....	1,000 00
	1	Clerk, 9 months.....	750 00
	1	Clerk, 4 months.....	335 16
	1	Clerk, 2 months and 17 days.....	214 03
	1	Messenger.....	600 00
		SURVEYOR'S OFFICE.	
	1	Surveyor.....	4,500 00
	1	Deputy surveyor.....	2,000 00
	1	Clerk.....	1,200 00
	1	do.....	1,100 00
	1	Messenger.....	600 00
		APPRAISEMENTS.	
	1	Appraiser at large.....	2,500 00
	1	Messenger to appraiser.....	549 00
	2	Appraisers.....	2,500 00
	2	Assistant appraisers.....	2,000 00
	1	Examiner.....	1,098 00
	1	Examiner, 11 months.....	1,008 00
	2	Examiners, 8 months.....	729 09
	1	Examiner, 7 months and 16 days.....	687 00
	1	Examiner, 3 months and 5 days.....	291 00
		Examiner, 1 month.....	93 00
	1	Examiner, 14 days.....	42 00
	2	Packers.....	732 00
	1	Packer, 11 months and 24 days.....	720 00
	1	Packer, 7 months and 16 days.....	458 00
	1	Packer, 7 months and 28 days.....	482 00
	1	Packer, 14 days.....	28 00
	1	Sampler, 3 months.....	276 00
	1	Assistant sampler, 4 months and 3 days.....	252 00
	3	Clerks.....	1,000 00
	1	Clerk, 4 months.....	333 33
	1	Messenger.....	600 00
	1	Special examiner of drugs.....	1,000 00
	1	Packer for ditto, 1 month and 10 days.....	80 00
	1	Clerk of appraiser's stores.....	900 00
	2	Foremen of ditto, 2 months.....	106 75
	1	Marker of ditto, 2 months.....	91 50
	2	Watchmen of appraiser's stores.....	549 00
	1	Storekeeper.....	1,500 00
	1	Superintendent of public stores.....	1,072 83
	2	Assistant storekeepers.....	900 00
	1	Warehouse clerk, 11 months.....	625 00
	1	Warehouse clerk, 8 months.....	664 84
	1	Warehouse clerk, 1 month.....	82 42
	1	do..... do.....	75 00
	1	Warehouse clerk, 17 days.....	42 50
	1	Marker, 9 months.....	350 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Philadelphia—Continued..	1	Marker, 7 months.....	\$315 00
	1	Marker, 5 months and 24 days.....	309 75
	1	Marker, 2 months.....	90 00
	4	Warehousemen, 2 months.....	108 50
	1	Weigher.....	1,485 00
	4	Assistant weighers.....	1,200 00
	1	Foreman to weigher.....	732 00
	4	Laborers.....	540 00
	1	Laborer, 10 months.....	450 00
	2	Gaugers.....	1,478 33
	1	Measurer.....	1,485 00
	1	Assistant to measurer.....	1,485 00
	1	do.....do.....	1,200 00
	38	Inspectors.....	1,098 00
	1	Inspector.....	1,095 00
	1	Inspector, 11 months and 16 days.....	1,053 00
	1	Inspector, 8 months and 25 days.....	807 00
	1	Inspector, 8 months.....	729 00
	1	Inspector, 7 months and 24 days.....	711 00
	2	Inspectors, 6 months.....	546 00
	1	Inspector, 4 months and 26 days.....	447 00
	1	Inspector, 4 months and 14 days.....	411 00
	1	Inspector, 4 months.....	369 00
	1	Inspector, 1 month and 8 days.....	117 00
	5	Temporary inspectors.....	357 00
	7	Revenue agents.....	915 00
	1	Revenue agent.....	732 00
	3	Revenue agents.....	549 00
	1	Revenue agent, 8 months and 8 days..	627 50
	1	Revenue agent, 6 months and 16 days..	500 00
	1	Revenue agent, 3 months and 22 days..	285 00
	6	Night watchmen on wharves.....	549 00
	1	Bargeman, 11 months.....	523 06
	3	Bargemen.....	573 06
	1	Captain night watch, 6 months.....	400 00
	1	Lieutenant night watch.....	650 00
	18	Night inspectors.....	549 00
	2	Night inspectors, 11 months.....	504 00
	1	Night inspector.....	540 00
	1	do.....do.....	531 00
	1	Night inspector, 11 months and 16 days..	523 50
	1	Night inspector, 7 months and 21 days..	354 00
	1	Night inspector, 6 months.....	276 00
	1	do.....do.....	273 00
	1	Night inspector, 22 days.....	33 00
	1	Night inspector, 21 days.....	31 50
Presque Isle .....	1	Collector.....	398 24
	1	Deputy collector and inspector.....	730 00
Pittsburg .....	1	Surveyor.....	2,120 00
	1	Clerk.....	600 00
	2	Watchmen.....	456 25
Delaware .....	1	Collector.....	997 93
	3	Inspectors.....	1,095 00
	1	do.....do.....	800 00
	1	do.....do.....	500 00
	2	Messenger.....	365 00



## REPORT ON THE FINANCES.

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Baltimore, Md. ....	1	Collector .....	\$6,000 00
	1	Deputy collector .....	2,500 00
	4	Clerks .....	1,500 00
	1	do .....	1,200 00
	2	do .....	1,100 00
	4	do .....	900 00
	1	do .....	850 00
	4	Messengers .....	600 00
	2	do .....	547 50
	1	Naval officer .....	5,000 00
	1	Deputy naval officer .....	2,000 00
	1	Clerk .....	1,200 00
	1	do .....	800 00
	1	Messenger .....	600 00
	1	Surveyor .....	4,500 00
	1	Clerk .....	1,500 00
	27	Inspectors .....	1,095 00
	4	Watchmen .....	730 00
	26	do .....	547 50
	6	Boatmen .....	600 00
	1	Weigher .....	1,500 00
	2	Deputy weighers .....	1,000 00
	1	do .....	720 00
	1	Gauger .....	1,500 00
	1	Measurer .....	1,500 00
	1	Deputy measurer .....	1,000 00
	1	do .....	626 00
	1	Storekeeper .....	1,150 00
	1	do .....	1,095 00
	1	Assistant storekeeper .....	626 00
	2	Clerks .....	1,000 00
	4	Porters .....	547 50
	1	Appraiser general .....	2,500 00
	2	Appraisers .....	2,500 00
	1	Clerk .....	1,400 00
	2	do .....	1,000 00
	1	Porter .....	547 50
	1	Examiner of drugs .....	1,000 00
	1	Storekeeper at Lazaretto .....	150 00
Annapolis .....	1	Collector .....	447 79
	1	Surveyor .....	200 00
	1	do .....	180 56
	1	do .....	150 00
	1	Temporary inspector .....	94 00
Oxford .....	1	Collector .....	250 00
Vienna .....	1	do .....	759 00
	1	Deputy collector .....	365 00
	1	Surveyor .....	250 00
	1	do .....	182 75
Town Creek .....	1	do .....	189 23
Havre-de-Grace .....	1	Collector .....	1,321 59
Georgetown, D. C. ....	1	Deputy collector and inspector .....	800 00
	1	do .....	821 25
	1	Temporary inspector .....	200 00
	1	Clerk .....	500 00
	1	Weigher and gauger .....	375 27
Richmond, Va. ....	1	Collector .....	2,350 39

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Richmond, Va.—Continued.	2	Deputy collectors and inspectors. ....	\$1,098 00
	2	Inspectors, weighers, and measurers ..	1,098 00
	1	Gauger .....	69 00
Norfolk and Portsmouth ..	1	Collector .....	2,170 53
	1	Clerk .....	1,500 00
	1	do .....	900 00
	1	Naval officer .....	684 45
	1	Deputy naval officer .....	732 00
	1	Surveyor .....	397 41
	2	Inspectors .....	1,098 00
	1	Inspector .....	759 00
	1	Weigher and gauger .....	1,500 00
	1	Measurer .....	736 39
	3	Surveyors .....	250 00
	1	Watchman and porter .....	549 00
	1	Boatman .....	360 00
	1	do .....	192 00
	1	do .....	184 00
Tappahannock. ....	1	Collector .....	393 44
	1	Deputy collector and inspector .....	300 00
	1	Surveyor .....	284 78
	1	do .....	269 50
	1	do .....	184 50
	1	do .....	283 24
	1	do .....	155 85
Cherrystone .....	1	Collector .....	318 00
	1	Surveyor .....	417 65
Yorktown .....	1	do .....	200 00
Petersburg .....	1	Collector .....	1,233 39
	1	Weigher, gauger and measurer .....	1,442 30
	2	Inspectors .....	1,098 00
	1	Deputy collector .....	732 00
	1	Surveyor .....	750 00
	1	Aid to the revenue .....	50 00
Wheeling .....	1	Surveyor .....	940 08
Yeocomico .....	1	do .....	250 00
Alexandria .....	1	Collector .....	513 57
	1	Deputy collector and inspector .....	1,098 00
	2	Inspectors .....	1,098 00
	1	Surveyor .....	300 00
	1	Weigher and measurer .....	1,500 00
Camden, North Carolina ..	1	Collector .....	704 16
	3	Temporary inspectors .....	438 62
	4	do .....	103 00
	3	Watchmen .....	183 00
Edenton .....	1	Collector .....	358 74
Plymouth .....	1	do .....	732 96
	1	Surveyor .....	150 00
	1	Inspector, weigher and measurer .....	171 03
Washington .....	1	Collector .....	610 00
	1	Temporary inspector .....	12 00
Newbern .....	1	Collector .....	332 40
	1	Inspector, weigher, gauger & measurer ..	1,061 27
Ocracoke .....	1	Collector .....	1,054 05
	1	Deputy collector and inspector .....	360 00
	2	Boatmen .....	240 00
	2	do .....	180 00

## REPORT ON THE FINANCES.

## STATEMENT—Continued.

Districts	No. of persons employed.	Occupation.	Compensation to each person.
Beaufort .....	1	Collector.....	\$387 0 0
	1	Inspector, weigher, gauger & measurer.....	1, 071 88
	1	Aid to revenue.....	321 88
Wilmington.....	1	Collector.....	1, 400 00
	1	Naval officer.....	582 70
	1	Surveyor.....	560 97
	1	Deputy collector and inspector.....	850 00
	1	Weigher and gauger.....	310 78
	3	Temporary inspectors.....	250 00
	1	Surveyor.....	250 00
	1	Boarding officer.....	480 00
ton, South Carolina	1	Collector.....	6, 198 52
	1	Naval officer.....	2, 857 38
	1	Assistant naval officer.....	1, 000 00
	1	Surveyor.....	2, 201 07
	1	Deputy collector.....	1, 500 00
	1	Collector's clerk.....	1, 400 00
	1	Clerk.....	1, 300 00
	1	do.....	1, 000 00
	1	do.....	900 00
	2	Appraisers.....	1, 500 00
	1	Porter.....	240 00
	1	do.....	216 00
	28	Inspectors.....	1, 095 00
	6	Boatmen.....	270 00
	1	Messenger.....	547 50
Georgetown, S. C. ....	-----	(No returns.)	
Beaufort .....	1	Collector.....	362 45
Savannah, Ga.....	1	do.....	2, 791 85
	1	Deputy collector.....	1, 500 00
	1	Naval officer.....	867 25
	1	Surveyor.....	802 31
	2	Appraisers.....	1, 500 00
	1	Weigher and gauger.....	1, 500 00
	1	Storekeeper.....	800 00
	1	Clerk.....	1, 100 00
	1	do.....	800 00
	10	Inspectors.....	1, 098 00
	1	Porter.....	600 00
	1	do.....	360 00
	4	Boatmen.....	360 00
	2	Inspectors.....	250 00
St. Mary's.....	1	Collector.....	697 54
	1	Inspector.....	200 00
	1	Boatman.....	51 00
Brunswick .....	1	Collector.....	250 00
	1	Inspector.....	248 00
	4	Light-house keepers.....	100 00
Mobile, Ala.....	1	Collector.....	6, 272 97
	2	Inspectors and clerks.....	1, 500 00
	17	Inspectors.....	1, 095 00
	2	Weighers and measurers.....	1, 500 00
	1	Aid to the revenue.....	945 00
Tuscumbia.....	1	Surveyor and inspector.....	1, 335 00
Pearl River, Miss.....	1	Collector.....	338 41
	1	Deputy collector.....	250 00
Vicksburg.....	1	Collector.....	518 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Natchez .....		(No returns.)	
Pensacola, Fla.....	1	Collector.....	\$1,236 95
	1	Inspector .....	1,098 00
	1	Surveyor.....	300 00
	2	Boatmen .....	300 00
St. Augustine.....		(No returns.)	
Key West.....	1	Collector.....	1,586 14
	1	Deputy collector.....	1,095 00
	1	Inspector .....	1,095 00
	1	do.....	500 00
	1	Temporary inspector .....	90 00
St. Mark's .....	1	Collector.....	1,028 45
	2	Deputy collectors and inspectors.....	1,095 00
	1	do..... do.....	500 00
	1	Occasional inspector.....	176 00
	4	Boatmen .....	300 00
St. John's .....	1	Collector.....	1,200 00
	1	Deputy collector.....	730 00
	2	Inspectors .....	730 00
	1	Surveyor.....	300 00
	2	Boatmen .....	180 00
	2	do.....	144 00
Apalachicola .....	1	Collector.....	1,323 70
	1	Inspector .....	1,095 00
	1	do.....	819 00
	1	Weigher and gauger.....	1,500 00
New Orleans, La.....	1	Collector.....	6,400 00
	2	Deputy collectors .....	2,500 00
	4	Clerks .....	1,800 00
	3	do.....	1,500 00
	7	do.....	1,400 00
	5	do.....	1,100 00
	2	do.....	1,000 00
	1	Porter .....	730 00
	1	Naval officer.....	5,000 00
	1	Deputy naval officer.....	2,000 00
	1	Clerk.....	1,400 00
	3	do.....	1,200 00
	2	do.....	900 00
	1	Surveyor.....	4,900 00
	2	Deputy surveyors .....	2,000 00
	76	Inspectors .....	1,095 00
	10	River inspectors .....	1,095 00
	3	Inspectors in aid of revenue.....	730 00
	5	Occasional inspectors.....	730 00
	1	Weigher .....	1,500 00
	1	Deputy weigher.....	1,200 00
	1	Laborer .....	600 00
	4	do.....	420 00
	1	Measurer .....	1,500 00
	1	Deputy measurer.....	1,200 00
	2	Laborers.....	600 00
	3	Gaugers .....	1,500 00
	1	Laborer .....	600 00
	4	Boatmen and messengers.....	720 00
	4	Boatmen in aid of revenue.....	720 00
	12	Boatmen .....	540 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
New Orleans—Continued..	1	Storekeeper .....	\$1,500 00
	1	Deputy storekeeper .....	1,095 00
	7	Warehouse clerks .....	1,200 00
	15	Laborers in public warehouses .....	600 00
	7	do do .....	660 00
	2	Appraisers .....	2,500 00
	2	Assistant appraisers .....	2,000 00
	4	Examiners .....	1,400 00
	2	Clerks .....	1,095 00
	1	Messenger .....	900 00
	6	Laborers .....	600 00
Teché .....	1	Collector .....	902 61
	1	Deputy collector and inspector .....	348 00
Galveston, Texas. ....	1	Collector .....	1,750 00
	2	Deputy collectors .....	1,000 00
	1	Surveyor .....	1,000 00
	2	Inspectors .....	1,095 00
	1	Inspector, weigher and gauger .....	1,400 00
	1	Clerk .....	1,000 00
	1	Porter .....	420 00
Saluria .....	1	Collector .....	1,250 00
	1	Deputy collector and inspector .....	750 00
	1	do do .....	1,095 00
	2	do do .....	1,000 00
	2	Surveyors and inspectors .....	600 00
	2	do do .....	500 00
	1	Mounted inspector .....	98 00
Brazos de Santiago .....		(No returns.)	
Miami, Ohio .....	1	Collector .....	1,730 22
	1	Deputy collector and inspector .....	800 00
	1	do do .....	600 00
	1	Inspector .....	148 66
	1	Storekeeper .....	600 00
	1	Deputy collector and inspector .....	150 00
	1	do do .....	50 00
Sandusky .....	1	Collector .....	1,618 42
	1	Deputy collector .....	800 00
	1	do .....	300 00
	3	do .....	200 00
	1	Clerk .....	365 00
Cuyahoga .....	1	Collector .....	1,988 00
	1	Deputy collector .....	1,000 00
	1	Inspector .....	800 00
	1	do .....	600 00
	4	do .....	240 00
	1	Clerk .....	600 00
Cincinnati .....	1	Surveyor .....	3,400 00
	1	Clerk .....	1,200 00
	1	do .....	1,000 00
	1	do .....	600 00
Detroit, Michigan .....	1	Collector .....	1,618 42
	1	Deputy collector .....	1,000 00
	1	do .....	730 00
	1	do .....	480 00
	1	do .....	360 00
	4	do .....	240 00
	1	do .....	180 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Detroit, Mich.—Continued.	1	Deputy collector.....	\$120 00
	1	Inspector .....	1, 095 00
	1	Inspector and gauger.....	1, 095 00
	2	Inspectors.....	600 00
	2	do.....	480 00
	3	do.....	360 00
	5	do.....	240 00
	1	do.....	150 00
	1	Aid to revenue.....	120 00
Michilimackinack .....	1	Collector.....	835 95
	1	Deputy collector.....	600 00
	2	do.....	400 00
	1	do.....	300 00
Chicago, Illinois.....	1	Collector.....	1, 611 48
	1	Deputy collector.....	1, 000 00
	1	do.....	700 00
	1	do.....	360 00
	1	Inspector .....	600 00
	2	Clerks .....	1, 200 00
	1	Inspector .....	728 00
	1	do.....	732 00
	1	do.....	682 00
	1	do.....	690 00
	2	do.....	144 00
	1	do.....	60 00
	1	do.....	56 00
	1	do.....	50 00
Alton.....	1	Collector .....	400 00
Galena.....	1	do.....	499 31
Quincy.....	1	do.....	2, 785 17
Cairo .....	1	Surveyor.....	1, 608 77
Milwaukie, Wisconsin .....	1	Collector .....	1, 250 00
	1	Deputy collector.....	1, 000 00
	2	Aids to revenue .....	426 00
	1	Inspector .....	720 00
	3	do.....	480 00
Oregon, Oregon Territory.	1	Collector.....	3, 000 00
	1	Deputy collector and inspector.....	1, 500 00
	1	Inspector .....	1, 000 00
	1	Surveyor.....	1, 000 00
Cape Perpetua .....	1	Collector.....	2, 000 00
	1	Boatman.....	840 00
Port Orford.....	1	Collector.....	2, 000 00
San Francisco, California..	1	do.....	10, 400 00
	2	Deputy collectors.....	2, 166 66
	1	do.....	2, 100 00
	1	Auditor .....	3, 800 00
	1	Cashier .....	3, 500 00
	1	Clerk.....	1, 538 59
	1	do.....	1, 050 00
	6	do.....	3, 158 33
	10	do.....	2, 912 03
	2	do.....	2, 750 00
	4	Messengers.....	1, 500 00
	1	Captain of watch .....	1, 215 00
	4	Watchmen .....	1, 495 00
	1	Appraiser general.....	6, 000 00

## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
San Francisco—Continued.	2	Appraisers .....	\$6,000 00
	2	Assistant appraisers .....	2,975 96
	3	Examiners .....	3,000 00
	3	Clerks .....	2,160 00
	1	Watchman and superintendent .....	2,160 00
	1	Laborer .....	1,800 00
	1	Messenger .....	1,560 00
	5	Laborers .....	1,516 80
	1	Superintendent warehouses and store-keeper .....	3,100 00
	1	Clerk .....	1,250 00
	1	do .....	2,900 00
	1	do .....	2,564 00
	1	Messenger .....	1,320 00
	1	Watchman .....	1,529 36
	3	do .....	592 34
	6	Laborers .....	1,200 00
	2	do .....	400 00
	1	do .....	3,300 00
	1	do .....	3,000 00
	2	do .....	2,400 00
	1	Messenger .....	1,560 00
	1	Surveyor .....	7,000 00
	1	Deputy surveyor .....	4,000 00
	1	Messenger .....	1,800 00
	1	Weigher and measurer .....	3,300 00
	1	do .....	2,750 00
	1	Gauger .....	3,150 00
	1	do .....	2,600 00
	8	Laborers .....	1,288 69
	3	do .....	208 08
	2	Inspectors .....	2,188 50
	32	do .....	1,818 50
	3	do .....	1,563 00
	1	Boarding officer .....	2,928 00
	4	Bargemen .....	1,200 00
Sonoma .....	1	Collector .....	3,133 12
	1	Weigher and gauger .....	1,199 95
	1	Inspector .....	594 00
	1	do .....	168 00
San Joaquin .....	—	(No returns.)	
Sacramento .....	1	Collector .....	3,000 00
San Diego .....	1	do .....	3,070 35
	1	Deputy collector .....	2,196 00
	1	Special inspector .....	258 00
Monterey .....	1	Collector .....	3,056 25
	1	Inspector .....	2,190 00
	1	do .....	2,099 00
San Pedro .....	1	Collector .....	3,137 10
	1	Surveyor .....	2,000 00
Minnesota, Min. Ter. ....	1	Collector .....	1,200 00
	1	Deputy collector .....	800 00
Louisville, Ky. ....	1	Collector .....	1,003 95
Paducah .....	—	(No returns.)	
Nashville, Tenn. ....	1	Surveyor .....	1,195 00
Memphis .....	1	do .....	2,500 00
Knoxville .....	1	do .....	370 00



## STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
St. Louis, Mo.....	1	Collector.....	\$3,000 00
	1	Clerk.....	1,500 00
	2	do.....	1,200 00
	4	do.....	936 22
	3	do.....	451 70
Evansville, Ind.....	1	Surveyor.....	350 00
New Albany.....	1	do.....	352 10
Jeffersonville.....	1	do.....	350 00
Burlington, Iowa.....	1	do.....	375 80
Dubuque.....	1	do.....	350 00
Keokuk.....	1	do.....	373 20

F. BIGGER, *Register.*TREASURY DEPARTMENT,  
*Register's Office, November 15, 1856.*

M.

OFFICE OF THE SOLICITOR OF THE TREASURY,  
*October 25, 1856.*

SIR: I have the honor to return herewith the report of ascertained insolvents, and, with it, tables numbered 1 to 7, prepared in accordance with your instructions of the 13th instant, showing the amounts of said defaults under the following heads, viz:

No. 1. Showing those which originated in the Navy Department.....	\$1,405,631 55
No. 2. Showing those which originated in the War Department.....	2,942,153 71
No. 3. Showing those which originated on account of customs .....	570,393 16
No. 4. Showing those which originated on account of foreign intercourse.....	24,360 84
No. 5. Showing those which originated on account of Indian intercourse.....	89,490 40
No. 6. Showing those which originated on account of sales of public lands.....	290,627 13
No. 7. Showing those which originated on miscellaneous accounts.....	80,688 90
Making together.....	<u>6,213,345 69</u>

All of which is respectfully submitted.

F. B. STREETER, *Solicitor.*Hon. JAS. GUTHRIE,  
*Secretary of the Treasury.*



## No. 1.

*Statement of claims and debts which originated in the Navy Department, and transmitted for collection and sued, and ascertained to be totally lost, the principals and sureties being either all dead and insolvent or hopelessly insolvent, or not found; with the date on which suits were severally commenced.*

Date of suit.	Names of debtors sued.	Amount due.
May 2, 1800	John Blagge, dead and insolvent.....	\$1,480 91
Dec. 23, 1806	Robert Lewis, hopelessly insolvent.....	4,077 44
Aug. 8, 1808	Nicholas J. Roosevelt and surety, dead and insolvent..	30,000 00
Aug. 9, 1808	Caleb Lownes, dead and insolvent.....	2,000 00
Aug. 12, 1808	Caleb Lownes, dead and insolvent.....	12,000 00
March 23, 1809	Degin, Purviance & Co., totally insolvent.....	76,655 68
May 27, 1810	Joseph Strong, dead and insolvent.....	31 66
Sept. 26, 1810	James Key, hopelessly insolvent.....	30 00
	George W. Leggett, dead and insolvent.....	60 96
	Archibald Campbell, dead and insolvent.....	3,030 73
Jan. 11, 1811	John Stuart, not found.....	120 00
Jan. 15, 1811	Josiah Hazard, dead and insolvent.....	220 35
	Thomas Williams, not found.....	81 70
	John Mulowney, not found.....	24 98
	Habijah Savage, not found.....	44 00
Jan. 23, 1811	John Galloway, not found.....	87 86
	Nathaniel Fanning, dead and insolvent.....	70 57
Jan. 30, 1811	William Smith & Co., insolvent.....	863 56
	Josiah M. Speak, dead and insolvent.....	80 03
July 29, 1812	John Spriggs, not found.....	9 45
	George T. Ross, dead and insolvent.....	12 00
	John B. Henry, not found.....	78 45
	Robert R. Flinn, not found.....	164 84
Aug. 1, 1812	Thomas D. Price, not found.....	60 00
Aug. 19, 1812	George Dyson, not found.....	94 93
Sept. 8, 1812	Robert Mercer, not found.....	73 33
	Philip Craig, hopelessly insolvent.....	10 00
May 20, 1813	A. A. W. W. Bayard, dead and insolvent.....	49 52
	John Allen, not found.....	398 98
	William Fleming, not found.....	24 80
	Benjamin Allen, not found.....	218 08
	Edward Hall, not found.....	120 00
May 14, 1820	Lemuel Morris, not found.....	2,282 79
	T. Armistead, hopelessly insolvent.....	242,981 46
	John H. Fawn, hopelessly insolvent.....	151,536 58
June 14, 1820	John C. Gunn, not found.....	106 17
	George A. Marcellin, dead and insolvent.....	257 19
	James Eakin, dead and insolvent.....	237 72
	Samuel E. Willet, not found.....	144 29
	A. C. W. Love, dead and insolvent.....	664 45
	William M. Barron, not found.....	382 47
	Edward Bennett, dead and insolvent.....	174 59
	Philip A. Bush, not found.....	137 33
	George S. Hackley, dead and insolvent.....	258 74
	Richard Crump, dead and insolvent.....	519 00
	William Nicholson, not found.....	55 65
	Benjamin Bryan, not found.....	91 20
	William Ballard, dead and insolvent.....	155 75
	John Brown, not found.....	99 60
	Robert C. Rossitter, not found.....	77 85

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
June 14, 1820	John S. Blake, not found.....	\$149 57
	Samuel G. Blodget, dead and insolvent.....	223 94
	Joseph L. Biggs, dead and insolvent.....	114 28
	William G. Stewart, not found.....	57 70
	Jesse P. Lewis, not found.....	131 62
	J. Morrison, jr., dead and insolvent.....	73 49
June 16, 1820	John Mott, dead and insolvent.....	104 72
	H. H. Carson, dead and insolvent.....	1,072 43
Jan. 8, 1821	Christopher Gadsden, dead and insolvent.....	2,179 12
	Robert Greenleaf, dead and insolvent.....	13,262 97
	William Helms, dead and insolvent.....	371 01
	Thomas Hunt, not found.....	56 31
	P. A. T. P. Jones, not found.....	862 34
	Jacob M. Jacobs, not found.....	61 15
	Benedict Higden, not found.....	216 79
	B. G. M. Hopkins, dead and insolvent.....	2,005 23
	Samuel G. Jerauld, not found.....	2,558 21
	Thomas G. Tillinghast, dead and insolvent.....	505 42
May 6, 1821	John Brooks, dead and insolvent.....	1,112 67
Sept. 14, 1821	James W. Forest, hopelessly insolvent.....	92 61
Nov. 2, 1821	Frederick Baurys, dead and insolvent.....	508 44
	Joseph Bradford, dead and insolvent.....	200 00
	James Conner, not found.....	14 95
	John Clarke, not found.....	80 75
	Daniel Eldridge, dead and insolvent.....	1,968 30
	John M. Funk, dead and insolvent.....	538 71
	Tho. B. Eyre, not found.....	50 00
	John Davis and sureties, not found.....	1,781 11
Nov. 12, 1821	John K. Smith, insolvent.....	280,560 61
Dec. 19, 1821	Joseph H. Berryman, dead and insolvent.....	159 00
	Leonard Hall, not found.....	276 88
	James P. Hunt, dead and insolvent.....	60 00
	James Frazier, dead and insolvent.....	2,645 90
	D. Higginbotham, utterly insolvent.....	198 61
	Samuel J. Cox, dead and insolvent.....	10,378 08
	William C. Jenks, dead and insolvent.....	75 94
	William R. Graham, not found.....	88 70
	George Carson, not found.....	126 69
	William Ballard, dead and insolvent.....	272 70
	Moses Allen, dead and insolvent.....	1,067 08
	Benjamin Smith, dead and insolvent.....	71 66
	P. A. Cartwright, not found.....	1,683 99
	John Holcomb, not found.....	71 58
Dec. 20, 1821	Philip Jarvis, not found.....	417 83
	Tho. W. Hooper, dead and insolvent.....	1,223 78
	David Hall, not found.....	210 00
	James Gibbon, dead and insolvent.....	390 95
	A. W. Hayman, not found.....	80 00
	Richard S. Heath, dead and insolvent.....	74 90
	William Hall, dead and insolvent.....	174 31
	William Hartigun, not found.....	57 00
	Joseph Field, not found.....	152 15
	J. C. Kennicut, dead and insolvent.....	88 50
	William B. Harris, not found.....	27 76
	James Greenlaw, not found.....	60 00
	Joseph Gamble, not found.....	130 00
	Henry H. Haskins, not found.....	120 00
	Edward C. Gardner, not found.....	100 00
	Lewis Garman, dead and insolvent.....	1,196 69
Dec. 21, 1821	Benjamin Goodwin, dead and insolvent.....	533 00

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Dec. 21, 1821	Robert W. Goldsborough, dead and insolvent.....	\$9,585 46
	Hamlet Neale, dead and insolvent.....	200 67
	Joseph Fisher, not found.....	201 69
	George Farragut, dead and insolvent.....	150 00
	William Garrard, not found.....	114 00
	George H. Gibbes, not found.....	1,600 00
	Peter Gamble, dead and insolvent.....	20 50
April 1, 1822	Ch. F. Sherbourne, insolvent.....	23 01
Jan. 22, 1822	Christopher Gadsden, dead and insolvent.....	2,179 12
	R. Greanleaf, dead and insolvent.....	13,262 97
	William Holmes, dead and insolvent.....	371 01
	Tho. Hunt, not found.....	56 31
	P. Y. P. Jones, not found.....	862 34
	Benedict Higden, not found.....	216 79
	J. M. Jacobs, not found.....	61 15
	B. G. M. Hipkins, dead and insolvent.....	2,005 23
	Samuel Gerald, not found.....	2,558 21
March 6, 1822	John Brookes, dead and insolvent.....	1,112 67
	Henry Caldwell, not found.....	100 00
June 6, 1822	Henry S. Langdon, insolvent.....	8,078 34
Sept. 22, 1822	J. R. Shaw and sureties, not found.....	2,782 04
Dec. 26, 1822	Russel Basset, insolvent.....	44 48
Aug. 13, 1824	J. Middleton, dec'd, and sureties, dead and insolvent.....	309 92
July 2, 1823	Representatives of F. B. White, dead and insolvent.....	445 02
June 22, 1822	Samuel Maffet and sureties, insolvent.....	6,038 71
June 27, 1822	Richard Gregory, dead and insolvent.....	108 00
	Edward F. Howell, dead and insolvent.....	120 97
Nov. 22, 1822	John W. Gibbes, dead and insolvent.....	660 74
Jan. 2, 1823	Thomas C. Almey, dead and insolvent.....	1,000 00
	Benjamin D. Coakley, dead and insolvent.....	1,000 00
March 31, 1823	Charles Ycates, dead and insolvent.....	113 13
	Walter Winter, dead and insolvent.....	489 00
	Job West, not found.....	452 40
	John Young, dead and insolvent.....	226 13
	Henry Wilkinson, dead and insolvent.....	245 21
	J. W. Wendell, dead and insolvent.....	140 00
	Benjamin S. Williams, dead and insolvent.....	35 00
	John Williams, not found.....	322 00
	Lewis Debois and sureties, utterly insolvent.....	25,716 25
	E. Watkins, utterly insolvent.....	43 70
June 18, 1823	Thomas Watts, not found.....	240 95
	George Wade, not found.....	165 50
July 12, 1823	Robert Swartwout, insolvent.....	47,352 16
Aug. 8, 1823	Henry Few, jr., dead and insolvent.....	1,918 95
Aug. 29, 1823	John Warner, dead and insolvent.....	300 00
	Joseph Taylor, dead and insolvent.....	781 75
	J. Titus, dead and insolvent.....	476 21
	William Van Ransellier, dead and insolvent.....	151 87
	John Williams, dead and insolvent.....	1,485 80
	George Vancleare, not found.....	622 79
	B. Wood, not found.....	116 81
Aug. 30, 1823	John Parker, dead and insolvent.....	209 49
	Benjamin Fry and sureties, insolvent.....	3,961 00
Sept. 8, 1823	Joshua B. Langdon and sureties, dead and insolvent.....	1,347 30
	John R. Shaw, dead and insolvent.....	2,782 04
Sept. 23, 1823	George Beall, sen., dead and insolvent.....	210 00
	William L. Travers, not found.....	110 00
	John Turnbull, not found.....	246 37
	James Taylor, dead and insolvent.....	150 99

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Sept. 23, 1823	George C. Tucker, not found.....	\$132 90
Dec. 26, 1823	P. H. Brooke, not found.....	66 80
	Y. Baker, insolvent.....	40 00
	H. Bowie, dead and insolvent.....	658 76
	Samuel R. Briggs, not found.....	83 50
	Robert Armedle, dead and insolvent.....	50 00
	Benjamin Trevell, not found.....	241 00
	Thomas Burrows and sureties, insolvent.....	1,368 47
	Phillip L. Hoffman, insolvent.....	2,227 06
	E. Salmon, insolvent.....	1,080 76
Aug. 13, 1824	Benjamin Hyde, not found.....	1,000 00
	Daniel S. Dexter, dead and insolvent.....	4,600 16
	Alexander T. Hanton, dead and insolvent.....	1,908 08
	Robert M. Gamble, dead and insolvent.....	1,041 72
Oct. 2, 1824	Henry M. Kennedy, dead and insolvent.....	149 01
	Z. Kemp, not found.....	82 21
Oct. 26, 1824	Joseph Kerr and sureties, insolvent.....	4,013 81
Nov. 3, 1824	N. W. Rothwell and sureties, dead and insolvent.....	23,771 68
Feb. 28, 1825	John Killborne, not found.....	77 76
July 8, 1825	Richard Brashears, dead and insolvent.....	3,848 32
	Henry Gray, dead and insolvent.....	494 16
	Thomas W. Legge, dead and insolvent.....	230 28
	Daniel Hazard, dead and insolvent.....	70 00
July 25, 1825	Fr. J. Castigan, insolvent.....	1,020 40
	William Jasper, insolvent.....	330 00
June 9, 1825	A. H. M. Conklin, dead and insolvent.....	421 32
	William Fleetwood, dead and insolvent.....	470 66
	John Hudson, not found.....	178 05
	James R. Lyman, not found.....	141 25
	A. Hamilton, not found.....	805 36
	Seth H. Lewis, not found.....	138 27
July 8, 1825	John Gault, not found.....	44 09
	Samuel Blair, not found.....	302 78
	John S. Hutton, not found.....	233 57
June 24, 1826	Benjamin F. Bonsal and sureties, insolvent.....	39,117 74
Oct. 3, 1826	John B. Wilkinson, insolvent.....	68,050 91
Dec. 2, 1826	A. Dorgan, insolvent.....	303 38
	Thomas E. Fennimore, not found.....	502 25
Dec. 8, 1826	Charles S. Hanna, insolvent.....	562 23
	John Light, not found.....	147 62
	John L. Clarke, insolvent.....	406 00
	Samuel Angus, insolvent.....	833 14
	Edward Dowse, dead and insolvent.....	63 62
	John D. Fish, dead and insolvent.....	397 19
Dec. 5, 1826	Thomas Hendry, not found.....	308 59
	John Hull, insolvent.....	4,431 00
	Jacob Lewis, dead and insolvent.....	384 76
	Theodore Hunt, dead and insolvent.....	515 80
March 29, 1827	John S. Beck, dead and insolvent.....	48 02
	William Cooper, not found.....	1,094 32
	Richard Dommick, not found.....	15 00
	James H. Dobbins, not found.....	73 30
	W. W. Edwards, dead and insolvent.....	95 53
	Thomas Gordon, not found.....	35 26
	A. Hassack, not found.....	47 61
	A. S. Kuhn, not found.....	27 80
	Green Lynch, dead and insolvent.....	579 16
	Charles L. Springer, dead and insolvent.....	236 29
	George W. Hammersley, not found.....	30 89

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Oct. 23, 1827	D Taylor, dead and insolvent.....	\$969 05
Nov. 2, 1833	John P. Decatur, insolvent.....	300 00
March 21, 1835	William Mosher, insolvent.....	64 85
Sept. 22, 1835	Peter K. Wagner and sureties, insolvent.....	5,805 72
Feb. 20, 1839	Edward S. Wheelan, not found.....	455 10
March 8, 1839	Edwin Turner and sureties, insolvent.....	489 15
	Ormsburg & Done, dead and insolvent.....	286 69
April 10, 1839	William A. Poor, not found.....	74 20
May 2, 1839	Charles H. Goldsborough, dead and insolvent.....	866 20
May 11, 1839	George S. Wise and sureties, insolvent.....	25,775 15
	Thomas Shields and sureties, insolvent.....	98,471 30
May 17, 1839	Robert Pottinger and sureties, insolvent.....	6,610 43
June 10, 1840	H. M. Granger, not found.....	126 64
Feb. 8, 1841	George A. Thomas, not found.....	160 20
June 21, 1841	James Brookes, not found.....	58,296 91
July 21, 1841	Thomas Eastin and sureties, insolvent.....	20,496 17
Sept. 28, 1847	C. C. Price and sureties, insolvent.....	5,607 17
	Total.....	1,405,631 55

## No. 2.

*Statement of claims and debts which originated in the War Department and transmitted for collection and suit, and ascertained to be totally lost, the principals and sureties being either all dead and insolvent, or hopelessly insolvent, or not found—and with their date.*

Date of suit.	Names of debtors sued.	Amount due.
April 7, 1800	Thomas Mifflin, dead and insolvent.....	\$636 16
Feb. 9, 1806	George Strother, not found.....	180 00
April 23, 1807	William Richard, dead and insolvent.....	1,000 00
Dec. 20, 1808	Charles Wright, dead and insolvent.....	13,706 18
Nov. 10, 1809	Ebenezer Masey, not found.....	671 41
	Joseph Brock, dead and insolvent.....	320 81
Nov. 15, 1809	John Wade, dead and insolvent.....	5,908 88
	Benjamin Price, not found.....	3,192 53
	Thomas Carneal, dead and insolvent.....	327 00
Mar. 18, 1809	John A. Davidson, dead and insolvent.....	197 47
	William Tharp, hopelessly insolvent.....	413 88
Nov. 18, 1809	James Lanier, dead and insolvent.....	212 31
	John Edwards, hopelessly insolvent.....	528 07
Nov. 24, 1809	William P. Smith, dead and insolvent.....	454 86
Dec. 6, 1809	Solomon Ellis and surety, insolvent and absconded.....	31,495 49
Mar. 8, 1810	George Blount, dead and insolvent.....	660 00
April 13, 1810	W. W. Burrows, dead and insolvent.....	8,773 13
Mar. 5, 1806	Archibald Crary, dead and insolvent.....	10 57
Oct. 20, 1807	Buckner, Harris & Co., dead and insolvent.....	400 00
May 5, 1810	Stephen Hillis, dead and insolvent.....	243 45
May 21, 1810	George Salmon, dead and insolvent.....	286 90
May 27, 1810	Adrian Hunn, dead and insolvent.....	346 44
May 31, 1810	William A. Rogers, not found.....	77 88

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
May 31, 1810	William Hall, not found.....	\$3,000 00
	William Nicholson, not found.....	1,506 60
	Robert Parkinson, dead and insolvent.....	334 00
Sept. 1, 1810	Rufus Graves, dead and insolvent.....	39 90
	John Tillinghast, not found.....	34 11
	Aaron Gregg, dead and insolvent.....	477 49
	Jacob Melchar, dead and insolvent.....	138 92
Sept. 4, 1810	James Wells, dead and insolvent.....	293 60
	Howell Lewis, dead and insolvent.....	180 03
	Samuel Tinsley, not found.....	13 00
Sept. 5, 1810	Joseph Dickinson, dead and insolvent.....	360 19
	Samuel Seaton, dead and insolvent.....	26 33
Sept. 27, 1810	Robert Ritchie, not found.....	3,622 03
	George Baynton, dead and insolvent.....	45 05
Jan. 11, 1811	Josiah Taylor, dead and insolvent.....	28,124 68
	Josiah Taylor, dead and insolvent.....	5,187 99
	Josiah Taylor, dead and insolvent.....	1,249 99
Jan. 15, 1811	George Taylor, dead and insolvent.....	320 00
	Archibald Grey, not found.....	211 69
	Joseph Richmond, dead and insolvent.....	354 00
	William Buchanan, not found.....	300 59
Jan 16, 1811	L. J. Dickinson, dead and insolvent.....	88 67
	George Salmon, dead and insolvent.....	286, 90
	William Cowper, insolvent.....	1,094 32
	Thomas Bodley, insolvent.....	500 00
	John Guthrie, dead and insolvent.....	91 89
	William Lawton, not found.....	301 00
Jan. 21, 1811	James McKellor, dead and insolvent.....	569 93
Mar. 8, 1811	John Smith, not found.....	21,869 38
	John Smith, not found.....	224 86
	John Smith, not found.....	1,766 00
Sept. 24, 1811	Presley Neville, dead and insolvent.....	46 81
	Samuel Allison, dead and insolvent.....	96 75
	Samuel McClary, not found.....	623 94
Oct. 9, 1811	John Paine, not found.....	1,013 15
Oct. 31, 1811	John F. Hamtranc, dead and insolvent.....	430 69
	Jonathan Robinson, not found.....	54 64
	James Taylor, dead and insolvent.....	341 50
Nov. 1, 1811	Thomas Pasturn, dead and insolvent.....	661 22
	Ballard Smith, not found.....	107 38
	Yelverton Peyton, dead and insolvent.....	45 39
	William Yates, dead and insolvent.....	555 00
Nov. 13, 1811	John Saunders, dead and insolvent.....	3,877 66
Mar. 27, 1811	Thomas Anderson, not found.....	1,600 82
April —, 1811	Hugh Phelps, not found.....	934 64
July 28, 1811	Benjamin Williamson, dead and insolvent.....	2,515 56
	Samuel Clinton, not found.....	120 00
	N. N. Wright, dead and insolvent.....	908 00
July 29, 1811	Jeremiah Fisher, dead and insolvent.....	400 00
	David Byers, dead and insolvent.....	1,408 38
April 27, 1812	Peter Freeman, dead and insolvent.....	350 92
	Edward Miller, not found.....	10 97
July 28, 1812	John Webb, jr., dead and insolvent.....	1,539 99
July 30, 1812	Joseph Williams, dead and insolvent.....	17 56
Aug. 7, 1812	Arthur Morgan., dead and insolvent.....	600 00
	James McDonald, not found.....	800 00
	John Campbell, dead and insolvent.....	566 00
	Robert Peyton, dead and insolvent.....	50 00
	Elijah Craig, dead and insolvent.....	476 00



## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Aug. 7, 1812	Thomas J. Van Dyke, dead and insolvent.....	\$872 64
	William P. Bennet, dead and insolvent.....	2,176 10
	Daniel Newman, not found.....	149 50
Sept. 8, 1812	B. D. Armistead, not found.....	337 94
	C. Lyman, utterly insolvent.....	312 75
Aug. 6, 1813	Alexander J. Lyle, utterly insolvent.....	960 00
	Lemuel Bent, utterly insolvent.....	3,172 52
Sept. 11, 1815	Thomas Rippets, utterly insolvent.....	2,427 36
Oct. 9, 1815	N. H. Moore, utterly insolvent.....	30,098 00
Feb. 7, 1816	Frederick Marstella, utterly insolvent.....	36,156 76
Feb. 27, 1818	John B. Armistead & J. G. Camp, utterly insolvent.....	2,444 25
May 9, 1818	John Archer, dead and insolvent.....	1,932 74
June 25, 1818	Henry Phillips and sureties, dead and insolvent.....	11,459 54
	Jonathan Carlton, and sureties, dead and insolvent.....	51,127 88
	Joseph E. Merritt and sureties, dead and insolvent.....	12,781 43
	Augustus Belknap, not found.....	425 27
June 30, 1818	F. H. Lissenhoop, dead and insolvent.....	3,048 60
Nov. 27, 1815	Samuel Annin, hopelessly insolvent.....	21,580 00
Dec. 23, 1816	William Christy, hopelessly insolvent.....	7,875 00
Jan. 14, 1818	George Keyser, hopelessly insolvent.....	9,183 58
Feb. 17, 1818	John Gates, jr., and sureties, hopelessly insolvent.....	25,493 64
July 2, 1818	W. P. Greenup and sureties, hopelessly insolvent.....	2,259 73
July 20, 1818	William D. Hayden and sureties, hopelessly insolvent.....	24,972 82
Sept. 29, 1818	R. C. Respass and sureties, hopelessly insolvent.....	13,969 19
	Robert Grey, hopelessly insolvent.....	405 87
	Martin Strobel, hopelessly insolvent.....	329 96
April 14, 1819	Samuel Brown, hopelessly insolvent.....	29,652 70
May 5, 1819	Lewis Dent, dead and insolvent.....	1,184 41
June 1, 1819	Wm. H. Littlejohn and sureties, dead and insolvent.....	1,406 22
June 5, 1819	R. M. Forsyth, insolvent.....	550 00
June 7, 1819	B. Labuxan and sureties, insolvent.....	5,257 14
	Thomas Bodley and sureties, insolvent.....	27,247 59
	H. S. Geyer, insolvent.....	14,771 75
Dec. 28, 1819	Robert McClellan, insolvent.....	8,990 57
July 28, 1819	Samuel Champlain, insolvent.....	55,927 20
Aug. 13, 1819	Samuel Champlain, insolvent.....	52,986 97
July 14, 1819	Addison Corrick, insolvent.....	4,429 64
Aug. 25, 1819	Stoughton Soult, insolvent.....	14,578 56
	Edwin Tyler, insolvent.....	3,251 58
Oct. 31, 1819	William Ray, insolvent.....	1,300 00
Nov. 6, 1819	William Butler, dead and insolvent.....	1,178 00
	John S. Brush, not found.....	800 00
	George Cloud, not found.....	883 47
	Thomas Bailey, hopelessly insolvent.....	1,261 37
	Gabriel Barbour, hopelessly insolvent.....	1,770 06
	George W. Hight, not found.....	3,706 85
	Fayette Roan, dead and insolvent.....	426 30
	James McClosky, dead and insolvent.....	3,398 69
	John H. Mallory, insolvent.....	2,755 54
Nov. 9, 1819	William C. Wayne, not found.....	1,200 00
	John Burnet, dead and insolvent.....	1,666 25
Nov. 10, 1819	Thomas P. Baldwin, utterly insolvent.....	5,770 00
	Ralph B. Cuyler, dead and insolvent.....	1,562 36
	A. Bigelow, dead and insolvent.....	675 24
	Fred. Conkling, not found.....	1,732 80
	Samuel M. Dewey, dead and insolvent.....	463 72
	L. Morgan, dead and insolvent.....	5,438 34
	George M. Burgess, dead and insolvent.....	700 00
	John McCluney, utterly insolvent.....	2,530 50

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Nov. 10, 1819	James Hackley, utterly insolvent.....	\$1, 108 20
	Phineas Williams, not found.....	1, 245 00
Dec. 16, 1819	Robert J. Scott, insolvent.....	324 00
Dec. 22, 1819	Edward J. Roberts and sureties, insolvent.....	5, 564 73
Dec. 23, 1819	Joseph Bucklin, dead and insolvent.....	1, 217 00
	Charles Follett, dead and insolvent.....	3, 248 00
Dec. 24, 1819	Benjamin White, dead and insolvent.....	4, 630 50
Dec. 29, 1819	William J. Gordon, not found.....	2, 222 00
	Thomas Y. Sproggell, dead and insolvent.....	1, 049 97
Dec. 31, 1819	Amassa J. Bruce, not found.....	1, 787 26
Jan. 3, 1820	N. R. Packard, insolvent.....	391 82
	Robert H. Craig, dead and insolvent.....	2, 386 29
	John V. H. Huych, insolvent.....	3, 730 00
	Thomas Vaile, not found.....	1, 755 00
	David V. Heyden, dead and insolvent.....	2, 182 00
	Moses Blackley, not found.....	244 00
Feb. 12, 1820	J. Livingston, insolvent.....	368 00
March 9, 1820	William Triplett, insolvent.....	1, 027 00
	Philip P. Price, insolvent.....	409 74
	Benjamin S. Ogden, insolvent.....	4, 816 00
	Charles Inery, dead and insolvent.....	3, 050 00
	Fielder Ridgway, dead and insolvent.....	2, 604 20
April 10, 1820	White Youngs, dead and insolvent.....	200 00
April 19, 1820	Joseph B. Stuart and surety, insolvent.....	19, 482 21
May 23, 1820	Richard H. Lee, insolvent.....	578 09
May 25, 1820	William D. Hopkins, not found.....	261 26
May 26, 1820	Hamlin Cook and surety, dead and insolvent.....	1, 268 98
June 6, 1820	Francis Smith, hopelessly insolvent.....	427 85
June 14, 1820	Peter W. Grayson, hopelessly insolvent.....	300 00
Sept. 20, 1819	Benjamin Wallace, hopelessly insolvent.....	3, 010 21
	Abner P. Spencer, not found.....	5, 738 80
Sept. 21, 1819	Richard M. Johnson, dead and insolvent.....	3, 374 57
	Isaac Aldridge, dead and insolvent.....	2, 714 24
	Thomas Campbell, dead and insolvent.....	5, 683 50
	J. F. McElroy, insolvent.....	304 52
Sept. 27, 1819	C. Benjamin, insolvent.....	1, 998 54
	John Ballinger, not found.....	3, 151 50
	James Charlton, dead and insolvent.....	1, 638 45
Sept. 29, 1819	Littleton Johnson, insolvent.....	1, 440 56
	Joseph Clay, insolvent.....	957 52
	George T. Ross, dead and insolvent.....	10, 128 77
	George Todd, insolvent.....	4, 312 58
	M. Houston, insolvent.....	3, 971 50
	J. R. Munson, dead and insolvent.....	16, 105 05
	James W. Bryson and surety, dead and insolvent.....	2, 849 21
Oct. 27, 1819	J. H. Plummer and surety, dead and insolvent.....	13, 775 57
	Patterson B. Clark, not found.....	698 00
	Charles B. Hopkins, dead and insolvent.....	1, 086 19
	Levi Cox, insolvent.....	381 65
	Moses J. Chase, insolvent.....	359 46
	William Smith, not found.....	2, 194 00
	H. Battle, insolvent.....	561 63
	John H. Smith, insolvent.....	8, 488 28
	James Smith and sureties, insolvent.....	2, 232 71
	William Billings, dead and insolvent.....	789 17
June 17, 1820	George R. Bridges, dead and insolvent.....	928 84
July 10, 1820	John Larkin, not found.....	1, 694 68
	Charles Ketchlin, not found.....	280 00
	Robert H. Morris, not found.....	585 70



## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
July 10, 1820	Aaron Kay, not found.....	\$200 00
	John Lynch, dead and insolvent.....	102 91
	Edward L. Lomax, not found.....	300 00
July 19, 1820	Alexander McRae, dead and insolvent.....	25,008 00
	James P. Prince, insolvent.....	8,520 00
	Benjamin Nicholson, dead and insolvent.....	457 67
	Edward Norton, dead and insolvent.....	270 07
	Thomas A. Helms, dead and insolvent.....	1,313 58
	Jacob Whistler, dead and insolvent.....	659 99
	Peter Townsend and sureties, insolvent.....	44,600 04
Aug. 17, 1820	William Davenport, not found.....	164 00
Oct. 6, 1820	Robert W. Ewing, insolvent.....	29 23
	David Scott, insolvent.....	345 73
Oct. 20, 1820	Cornelius Gates, not found.....	111 51
	John G. Scholtz, dead and insolvent.....	5,592 96
	Thomas W. Deaton, insolvent.....	914 64
	William Sumpster, insolvent.....	742 08
	Moses M. Russell, not found.....	814 00
	Stephen F. Donaldson and sureties, insolvent.....	16,442 87
	F. McRae and sureties, dead and insolvent.....	542 11
Nov. 4, 1820	John Merrill, dead and insolvent.....	519 71
	J. Bell and sureties, dead and insolvent.....	5,875 43
	Wm. Watkins, insolvent.....	15,054 78
	Walters Allen, dead and insolvent.....	15,874 91
Nov. 6, 1820	Freeman Nickerson, not found.....	320 00
	Samuel Weston, not found.....	2,580 20
	John Sisk, insolvent.....	2,910 00
	Thomas Lyon, insolvent.....	248 00
	Martin Fishback, not found.....	2,014 00
	George W. Ferguson, dead and insolvent.....	605 00
	Isaac Carter, hopelessly insolvent.....	1,874 00
	E. Thompson, not found.....	659 37
	Edward White, not found.....	747 00
	Seth Bannister, insolvent.....	483 67
	James Davis, not found.....	2,322 00
	Anthony Dearing, not found.....	1,500 00
	H. V. Melton, not found.....	1,997 62
	Wm. Scott, insolvent.....	186 25
	Wm. S. Weels, insolvent.....	512 20
	John Mason, insolvent.....	2,100 39
	Stephen Lee, insolvent.....	276 87
	C. N. Lewis, not found.....	1,427 25
	Wm. G. Hays, not found.....	2,354 55
	James S. Simpson, not found.....	501 00
	Alex. F. F. Bill, insolvent.....	3,328 24
	Hugh W. Deneal, dead and insolvent.....	683 50
	Robert S. Gardiner, dead and insolvent.....	3,581 42
	White Yourgs, not found.....	245 03
	George W. Ten Brock, dead and insolvent.....	7,259 96
	Francis T. Wheeler, not found.....	523 65
	Wm. B. Staats, not found.....	2,725 13
	Moses C. Cantine, not found.....	1,846 00
	John Murphy, not found.....	\$21 00
	John B. Trueax, insolvent.....	1,583 32
	Wm. N. Earle, dead and insolvent.....	299 83
	Benjamin Masley, dead and insolvent.....	1,415 00
	Daniel Cushing, dead and insolvent.....	3,122 29
	Robert Beall, insolvent.....	5,643 25
	John Foster, dead and insolvent.....	1,054 21

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Nov. 10, 1820	Wm. Gale, dead and insolvent.....	\$2,884 00
Nov. 12, 1820	Wm. McDonald, insolvent.....	1,853 40
Nov. 13, 1820	Wm. H. Shung, insolvent.....	1,870 00
	John Butler, dead and insolvent.....	4,800 00
	M. Smith, dead and insolvent.....	20,498 89
	Sylvester Booth, hopelessly insolvent.....	4,782 55
	James M. Anderson, dead and insolvent.....	310 00
Nov. 14, 1820	James Green, insolvent.....	806 49
	Joel Milliken, insolvent.....	691 46
	A. Fox, dead and insolvent.....	233 84
	Thomas Winn, not found.....	590 00
	F. L. Amelung, dead and insolvent.....	224 00
Dec. 15, 1820	C. H. Holder, dead and insolvent.....	1,987 09
	Wm. White and sureties, insolvent.....	5,000 00
	Henry Carbury, dead and insolvent.....	2,961 72
	Christopher Keiser, dead and insolvent.....	10,763 10
	Wm. McDonald, insolvent.....	1,031 08
	Samuel Turner, insolvent.....	46,749 77
	John Henderson and sureties, insolvent.....	809 78
Dec. 21, 1820	Nathan F. Adams, dead and insolvent.....	14,370 40
Dec. 24, 1820	Otis Fisher, insolvent.....	2,461 86
	Wm. Prince and sureties, insolvent.....	12,765 59
	Ralph Marlin, insolvent.....	2,818 13
Jan. 3, 1821	George Templeman, insolvent.....	1,580 46
Jan. 10, 1821	Wm. N. Irvine, insolvent.....	5,284 38
Jan. 8, 1821	Paul Peckham, not found.....	1,128 00
	Thomas F. Smith, not found.....	300 00
	Samuel G. Balch, not found.....	300 00
Jan. 22, 1821	Philip S. Sharrer, dead and insolvent.....	200 00
Jan. 28, 1821	Elias Fossett, dead and insolvent.....	4,604 82
	Wilson Whatley, insolvent.....	104 09
Feb. 2, 1821	Thomas P. Finlay, not found.....	8,390 07
	James Collins, not found.....	1,600 00
	John Crabb, dead and insolvent.....	60,761 80
Feb. 14, 1821	Peter T. Janney, not found.....	123 94
March 6, 1821	Henry Caldwell, not found.....	100 00
	John McKinney, insolvent.....	1,781 50
March 13, 1821	F. LeBarron, insolvent.....	13,803 92
March 16, 1821	Joseph P. Prince, insolvent.....	132 25
March 22, 1821	B. Schuyler, insolvent.....	5,492 80
	Jeremiah Edes, not found.....	1,093 82
	E. B. Morse, insolvent.....	3,537 26
April 12, 1821	John Wood, insolvent.....	539 50
April 23, 1821	Jacob Schener, insolvent.....	347 43
April 24, 1821	Richard C. Smith, dead and insolvent.....	2,562 30
	Francis B. Murdock, not found.....	1,235 07
	William Smith, not found.....	4,740 49
	William Lancaster, insolvent.....	700 85
May 12, 1821	George McChain, not found.....	750 00
	David Johnson, not found.....	1,000 00
	G. N. Bowne, not found.....	420 00
	Matthew Jenkins, not found.....	1,080 00
	Samuel Burr, not found.....	500 00
	David M. Miller, not found.....	900 00
	Charles Mitchell, insolvent.....	1,145 00
	John McClintic, not found.....	794 00
	John Johnson, not found.....	1,600 00
	George Myliager, not found.....	272 83
	J. Barnard, not found.....	300 00

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
May 12, 1821	George Brent, not found.....	\$165 63
	Edward Baytenton, not found.....	500 00
	William Blanchard, not found.....	600 00
	Josiah Brady, insolvent.....	532 35
May 15, 1821	Samuel Nic, insolvent.....	454 75
	J. B. McIntire, not found.....	170 00
	A. Morgan, insolvent.....	448 00
	George Nelson, not found.....	850 00
	D. Morris, not found.....	262 89
	Walter Bourke, dead and insolvent.....	800 00
	A. Neaving, dead and insolvent.....	1,104 58
May 22, 1821	George W. Gardner, not found.....	151 40
	Moody Beedel, dead and insolvent.....	12,232 21
May 30, 1821	Thomas H. Blackledge, dead and insolvent.....	320 40
	Joseph L. Barton, dead and insolvent.....	1,676 00
	William P. S. Blair, dead and insolvent.....	1,300 00
June 15, 1821	R. W. Carr, not found.....	833 00
	Robert R. Conrad, insolvent.....	542 66
	W. W. Carr, dead and insolvent.....	739 11
	Benjamin R. Bostwick, not found.....	5,649 60
	John J. Cromwell, dead and insolvent.....	173 75
	Peter Chadwick, dead and insolvent.....	2,150 48
	David G. Cowan, insolvent.....	105 24
	Joseph Clarke, dead and insolvent.....	500 00
	Malachi Corning, insolvent.....	805 87
June 29, 1821	Mathew D. Danvers, insolvent.....	5,437 03
	Jacob Myers, insolvent.....	769 93
	Thomas J. Overton, not found.....	1,146 01
	Charles Procter, dead and insolvent.....	561 32
	William M. Loftin, not found.....	2,228 78
	Charles Page, not found.....	1,209 36
	Charles Smith, dead and insolvent.....	3,992 70
	Joseph Henderson, not found.....	1,454 70
	Samuel Legate, not found.....	1,731 93
July 12, 1821	P. G. Voorhies, insolvent.....	27,765 35
July 13, 1821	Thompson Douglas and sureties, dead and insolvent.....	28,080 58
July 14, 1821	Timothy Stewart and sureties, insolvent.....	1,168 82
July 16, 1821	Elisha D. Dick, insolvent.....	2,089 07
	Edward King, not found.....	203 62
	S. D. Kellogg, not found.....	1,910 06
July 17, 1821	Joseph Kerr, insolvent.....	8,268 27
July 18, 1821	James Hackley, insolvent.....	59 61
July 20, 1821	John Gilbert, not found.....	1,100 00
	James Piatt, dead and insolvent.....	1,256 87
	Benjamin Y. Robb, not found.....	2,310 00
	George P. Shelden, not found.....	1,708 00
	John Roberts, not found.....	760 20
	Samuel Brown, insolvent.....	9,789 76
	A. W. Simmonds, not found.....	1,000 00
	R. Breckenridge, not found.....	1,700 00
	James Rhodes, dead and insolvent.....	750 00
	Benjamin Strother, not found.....	1,150 00
	Johnson McGowan, not found.....	2,724 00
	Robert Means, not found.....	1,700 00
	William Sturgess, not found.....	1,195 81
	Angus McDonald, not found.....	1,933 38
	George McLaughlin, insolvent.....	83 30
	Neil B. Rose, insolvent.....	192 11
	John Perkins, dead and insolvent.....	1,280 00

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
July 20, 1821	Henry New Antwerp, not found .....	\$829 78
July 26, 1821	John McClelland, insolvent .....	939 21
	Samuel Delong, not found .....	76 00
	Joseph G. Wall, not found .....	544 00
	Alexander Parris, not found .....	1,050 00
	Daniel M. McFarland, insolvent .....	1,117 46
	Freeman Nickerson, not found .....	320 00
July 27, 1821	Daniel Adams and sureties, insolvent .....	495 21
	William Whitsell and sureties, insolvent .....	3,413 51
	William Cogswell, not found .....	3,662 04
Aug. 9, 1821	John Lytle, insolvent .....	1,408 94
Aug. 23, 1821	Joseph Coleman and sureties, utterly insolvent .....	79,907 09
Aug. 31, 1821	Daniel Elam, not found .....	27,079 47
Oct. 12, 1821	Joseph H. Atherton, dead and insolvent .....	201 40
	Samuel E. Albro, dead and insolvent .....	649 78
	William Alexander, not found .....	845 72
	William Jordan, dead and insolvent .....	1,000 00
	P. T. Richardson, dead and insolvent .....	523 40
	Elliott Claffin, dead and insolvent .....	627 07
	James Green, not found .....	1,250 00
	James Aiken, not found .....	570 00
	Daniel Appling, dead and insolvent .....	796 95
	Owen Clinton, not found .....	878 98
	W. B. Carroll, dead and insolvent .....	448 00
	James Gibson, dead and insolvent .....	4,485 96
	John Robinson, not found .....	1,524 50
	John Simons, not found .....	640 80
	Edward H. Scott, dead and insolvent .....	500 00
Oct. 22, 1821	Lemuel Bradford, dead and insolvent .....	1,083 01
	Return B. Brown, insolvent .....	203 31
	Jonathan Brooks, not found .....	863 50
	Benjamin Brearly, not found .....	1,372 00
	George Bryan, not found .....	2,500 00
	James M. Burnside, dead and insolvent .....	1,400 00
	Bailey Bruce, not found .....	917 25
	Peter Bryan, not found .....	668 85
	Thomas S. Bailey, not found .....	233 38
	J. L. Dubois, not found .....	4,940 00
	William Ewbank, dead and insolvent .....	390 00
	John Farwell, not found .....	510 00
	William B. Ferris, not found .....	585 00
	Daniel Forward, not found .....	803 00
	Daniel Fleming, not found .....	2,250 00
	Thomas Fridley, insolvent .....	300 00
	Orin Granger, dead and insolvent .....	1,775 00
	David Holt, insolvent .....	936 63
	Joseph Jenking, insolvent .....	2,512 19
	J. E. Loudon, dead and insolvent .....	1,300 00
	Henry Meyers, not found .....	2,812 00
	Wm. H. Puthuff, dead and insolvent .....	9,236 36
	Anthony Palmer, insolvent and insane .....	606 00
	John Putnam, insolvent .....	77 82
	Joel Peebles, not found .....	1,000 00
	Robert P. Ross, not found .....	720 00
	Edward Ross, not found .....	1,100 00
	Richard Taylor, not found .....	1,039 00
	L. T. Whitlock, not found .....	1,070 00
	Arch'd Dobbins and sureties, insolvent .....	6,782 13
	James Ward, insolvent .....	355 33

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Oct. 22, 1821	John W. Bryem, not found.....	\$912 45
	C Sackrider, insolvent.....	300 00
	Charles G. Jones, not found.....	300 00
	Wm. Macomb, not found.....	250 00
	David Waters, not found.....	400 00
	Peter J. Nasbing, not found.....	650 00
	James Suttle, not found.....	868 00
Nov. 5, 1821	James Dorman, insolvent.....	90 74
	Samuel Dyson, not found.....	1,442 13
	John Dothordy, not found.....	470 00
	Samuel Duncan, not found.....	350 74
	James Dunlap, insolvent.....	364 50
	Peter Davis, dead and insolvent.....	788 03
	Gaspard Dupey, insolvent.....	372 00
	Thomas Daggett, insolvent.....	600 00
	Wm. Aull, not found.....	231 36
	H. M. Allen, not found.....	619 21
	John A. Graham, not found.....	300 00
	Morgan T. Heard, insolvent.....	98 29
	Peter N. Ogden, dead and insolvent.....	350 00
Nov. 8, 1821	James G. Chalmers and sureties, dead and insolvent.....	17,127 25
Nov. 15, 1821	Wm. Hull, not found.....	400 00
	Wm W. Hazard, not found.....	700 00
	F. L. Claiborne, insolvent.....	3,476 00
	Charles Kavanaugh, dead and insolvent.....	3,868 42
	David Riddle, not found.....	4,857 75
Nov. 17, 1821	John Tarrant, dead and insolvent.....	2,329 00
	Robert L. Comb, dead and insolvent.....	2,395 88
	Timothy Burr and sureties, insolvent.....	10,917 02
	Joseph Gleason, dead and insolvent.....	714 35
	James Read, insolvent.....	656 24
	Wm. H. Perthaff, dead and insolvent.....	17,455 50
	Wm. Sumpter, insolvent.....	300 00
Nov. 20, 1821	Jos. C. Adams, insolvent.....	183 98
	Thomas Clarke, not found.....	585 00
	Wm. Chappell, dead and insolvent.....	632 00
	John C. Avery, insolvent.....	163 25
	Solomon Clarke, not found.....	1,075 00
Nov. 23, 1821	Geo. W. Melvin, insolvent.....	4,027 55
	Samuel Borden, not found.....	975 50
	John J. Lacey, not found.....	500 00
	Gilbert Ketchum, insolvent.....	74 77
	Nathaniel Ewing, insolvent.....	11,318 18
Dec. 1, 1821	Wm. N. Irwind, insolvent.....	36,245 49
Dec. 6, 1821	Caleb G. Forbes, not found.....	1,126 06
	Levi Heath, not found.....	200 00
	Jacob Dickerson, not found.....	578 05
	John Campbell, not found.....	3,190 00
	Joseph Duncan, not found.....	1,290 00
	John Davis, not found.....	208 50
	Horatio Davis, not found.....	239 00
	G. Dumbleton, dead and insolvent.....	1,768 52
	F. F. Amelung, dead and insolvent.....	530 19
	John L. Knapp, not found.....	1,968 00
	James T. Romayn, dead and insolvent.....	923 00
	James Pratt, not found.....	333 74
	Francis Neale, dead and insolvent.....	100 00
Dec. 11, 1821	D. Frisby, not found.....	150 00
	Daniel Patch, not found.....	500 00

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Dec. 11, 1821	John Winters, not found.....	\$275 00
	Silas Remington, not found.....	250 00
	Josiah Bacon, not found.....	1,397 44
	Joseph Marquard, dead and insolvent.....	703 67
	Wm. S. Everleth, dead and insolvent.....	846 82
Dec. 13, 1821	Thomas Griffith, insolvent.....	2,217 43
	A. Gales, not found.....	1,000 00
	Andrew Madison, not found.....	324 00
	H. H. Hickman, not found.....	1,799 82
	Jared Ingersoll, insolvent.....	475 00
Dec. 14, 1821	Phineas Read, not found.....	340 00
	Stoughton F. Gantt, dead and insolvent.....	375 80
	Samuel Nail, not found.....	1,088 00
	Wm. Henry and sureties, dead and insolvent.....	3,134 00
	John Levake, not found.....	832 35
	Aaron Sutphen, dead and insolvent.....	2,540 24
	Josiah Shields, not found.....	1,081 00
	Thomas Sangster, insolvent.....	4,916 60
	A. B. Sizer, insolvent.....	139 14
	Chas. Stewart, not found.....	1,858 00
	Wm. Shotwell, dead and insolvent.....	3,088 00
	M. Sturgis, dead and insolvent.....	1,583 63
	Thomas C. Wilhight, not found.....	726 38
	Wilson Whatley, insolvent.....	1,126 00
	Haman Wadham, not found.....	695 00
Dec. 15, 1821	William Walker, dead and insolvent.....	565 30
	James Wilkinson, dead and insolvent.....	11,684 66
	Chas. Kean, dead and insolvent.....	1,409 52
	Daniel B. Wilcocks, not found.....	743 67
	D. F. McRae, not found.....	888 00
	John Kinkaid, dead and insolvent.....	1,568 00
	D. Neilson, dead and insolvent.....	560 00
	M. D. Hall, dead and insolvent.....	837 32
	E. Defichier, insolvent.....	400 00
	Wm. Coffee, dead and insolvent.....	676 00
Dec. 17, 1821	German Center, not found.....	345 22
	J. E. A. Masters, not found.....	650 00
	A. L. Langham, insolvent.....	2,755 25
	James Martin, dead and insolvent.....	1,017 00
	Zacquilly Morgan, dead and insolvent.....	459 00
	John Lucas, insolvent.....	150 69
	Florant Meline, not found.....	1,939 88
	Samuel M. Perkins, not found.....	580 00
	John B. Long, dead and insolvent.....	2,100 00
	Francis Woodward, not found.....	1,876 00
Dec. 19, 1821	Wm. Nelson, not found.....	1,104 00
	Daniel Booker, insolvent.....	290 07
	Winfield Jones, insolvent.....	529 20
	Edward Upham, not found.....	1,010 00
	Elisha Jones, not found.....	626 37
	Wm. B. Jackson, not found.....	602 00
	Stephen Proctor, not found.....	79 88
	Jos. H. Russ and sureties, dead and insolvent.....	6,466 28
	E. D. Baskerville, not found.....	421 00
	C. H. Bradley, not found.....	501 00
Dec. 31, 1821	E. Benedict, not found.....	594 00
Jan. 8, 1822	S. H. Bryant, dead and insolvent.....	190 00
	Robert Brett, not found.....	250 00
	A. F. Hull, dead and insolvent.....	859 81



## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Jan. 8, 1822	L. Van Buren, not found.....	\$364 71
	Peter C. Johnson, not found.....	927 33
	Chester Lyman, not found.....	1,868 12
	Stephen Turner, not found.....	460 00
	A. Gaines, dead and insolvent.....	135 00
	Charles A. Norton, not found.....	200 00
	Robert Nevill, not found.....	560 00
	Edward White, dead and insolvent.....	747 00
	John Stewart, not found.....	326 91
	Presley J. Neville, insolvent.....	372 94
	Philip B. Grenville, insolvent.....	250 50
	Benjamin C. Head, not found.....	606 00
	Matthew Hughes, dead and insolvent.....	735 00
	Wilson Elliott, dead and insolvent.....	976 00
	John Goode, not found.....	821 37
March 8, 1822	J. C. Livingston, insolvent.....	2,224 53
March 20, 1822	Evans Humphrey, insolvent.....	3,103 34
March 22, 1822	John Farrant, dead and insolvent.....	4 00
March 26, 1822	Samuel H. Eakin, insolvent.....	9,067 43
April 24, 1822	E. B. Billings, not found.....	575 77
May 3, 1822	W. H. Hazard, not found.....	85 00
	Samuel Wetherly, not found.....	680 00
	Samuel McGuire, not found.....	1,819 50
Jan. 8, 1822	Paul Peckham, not found.....	1,128 00
	Thos. F. Smith, not found.....	300 00
	Samuel G. Balch, dead and insolvent.....	300 00
	Thos. Stewart, insolvent.....	422 91
	P. S. Sharer, not found.....	200 00
Jan. 23, 1822	Nath'l Sherman, dead and insolvent.....	450 00
	Elias Tasset, dead and insolvent.....	4,604 82
	Wilson Whately, insolvent.....	104 09
Feb. 20, 1822	James Collins, not found.....	1,600 00
Feb. 21, 1822	John Crabbe, dead and insolvent.....	60,761 80
April 6, 1822	Wm. H. Winder, insolvent.....	1,958 75
May 6, 1822	G. D. Young, dead and insolvent.....	2,000 00
	Mason Ronolds, not found.....	408 00
	Geo. H. Rogers, not found.....	336 24
	John Ritchie, dead and insolvent.....	1,453 40
	L. Robinson, not found.....	467 00
	Francis Walter, not found.....	500 00
	Henry Ranscher, not found.....	508 00
	John Mershon, dead and insolvent.....	640 00
	James Maxwell, insolvent.....	500 00
May 18, 1822	James Awl, insolvent.....	263 20
	James Atwood, not found.....	157 85
	John Arrison, not found.....	371 25
	S. T. Spencer, insolvent.....	117 55
May 22, 1822	Henry M. Campbell, dead and insolvent.....	60 00
June 1, 1822	C. Croker, dead and insolvent.....	180 00
	Benjamin Woodman, insolvent.....	312 59
Aug. 22, 1822	Charles Durant, not found.....	143 69
	George Duncan, not found.....	151 65
	Ira Drew, not found.....	493 71
	E. M. Gillis, not found.....	236 40
	Dan'l Dana, insolvent.....	3,180 84
	Miles Greenwood, not found.....	448 00
	S. Anderson, not found.....	100 00
	Samuel Grantland, not found.....	300 00
May 6, 1822	Alexander J. Williams, not found.....	997 61

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
June 8, 1822	M. O. Bloomfield, dead and insolvent.....	\$1,715 00
Aug. 31, 1822	John Gates, jr., and sureties, all insolvent.....	26,234 32
Nov. 22, 1822	Rob't B. Hall, not found.....	246 71
Sept. 22, 1822	J. H. Russ, dec'd, and sureties dead and insolvent.....	4,378 81
June 1, 1822	Jonathan Ruse, not found.....	1,680 00
	John Noble, insolvent.....	250 00
June 5, 1822	Isaac B. Barker, not found.....	213 98
	John B. Bartlett, dead and insolvent.....	1,121 93
	E. W. Bohanon, not found.....	400 00
	John McIlhenny, insolvent.....	1,369 10
	Benjamin Branch, dead and insolvent.....	100 00
	James H. Boyle, not found.....	100 00
	Joseph Bryant, dead and insolvent.....	519 61
	Thomas Berry, not found.....	362 94
	Dan'l G. Brown, dead and insolvent.....	861 79
	John G. Bostick, insolvent.....	374 99
	Richard Arrell, dead and insolvent.....	1,715 00
	Samuel Bartlett, dead and insolvent.....	380 00
June 8, 1822	Wm. Brown, not found.....	400 00
	John Harris, insolvent.....	875 20
June 15, 1822	R. H. Branch, insolvent.....	858 21
June 21, 1822	Francis Carr, dead and insolvent.....	348 49
	Jeremiah Chapman, insolvent.....	1,004 18
	Enoch Cooper, not found.....	252 00
	Josiah S. Carty, not found.....	300 00
	Mathias Chapman, insolvent.....	218 80
	Wm. A. Covington, insolvent.....	664 64
	O. Crawford, not found.....	195 00
	Samuel Colman, not found.....	200 00
	Walters Clarke, dead and insolvent.....	379 00
June 22, 1822	Wyley Martin, not found.....	868 24
July 3, 1822	Timothy Dix, dead and insolvent.....	2,036 33
	Geo. Eckelot, not found.....	540 00
	Wm. H. Addison, dead and insolvent.....	426 63
	A. B. Armstead, not found.....	1,333 06
	P. Anspack, not found.....	166 00
	W. Fairchild, not found.....	320 83
	W. O. Allen, dead and insolvent.....	172 91
	Alexandcr Grey, dead and insolvent.....	1,923 50
July 25, 1822	Otis Fisher, dead and insolvent.....	1,113 66
June 20, 1822	Henry Glenn, dead and insolvent.....	3,350 30
April 18, 1822	Stephen Maylon, dead and insolvent.....	4,404 57
April 24, 1822	Thomas Harris, not found.....	587 44
Aug. 16, 1822	B. T. Goodwin, insolvent.....	192 63
	Robert Goode, insolvent.....	846 50
	James Dearing, not found.....	294 77
Aug. 22, 1822	Thos. H. Ferguson, not found.....	500 00
	Joel Denton, insolvent.....	344 77
	Nath'l Gregory, insolvent.....	427 00
	John Gilbreath, insolvent.....	507 68
	Andrew Greer, insolvent.....	797 45
	J. P. Favrot, insolvent.....	976 00
	Andrew Gilman, not found.....	303 13
	Lemuel Gresham, insolvent.....	260 69
	Andrew Dousset, dead and insolvent.....	690 20
	John Hatch, insolvent.....	373 58
	W. P. Anderson, insolvent.....	11,811 33
	Samuel R. Hill, insolvent.....	700 00
	Samuel B. Hickox, not found.....	448 00



## STATEMENT -Continued.

Date of suit.	Names of debtors sued.	Amount due.
Aug. 22, 1822	Thomas Horrill, not found.....	\$893 79
	Elijah Haynie, not found.....	296 50
	Thos. C. Graves, dead and insolvent.....	200 00
	Benjamin W. Saunders, dead and insolvent.....	1,724 28
	Henry Glenn, not found.....	516 81
	Wm. G. Camp, dead and insolvent.....	2,629 92
	John L. Hoppock, dead and insolvent.....	600 00
	Spencer Hinton, insolvent.....	420 00
	David T. Hopkins, dead and insolvent.....	300 00
	N N. Hall, insolvent.....	250 00
	Henry Northup, insolvent.....	647 61
	Thomas J. Roberson, insolvent.....	6,893 38
	Loring Palmer, insolvent.....	2,833 16
	Thomas Hempstead and sureties all insolvent.....	4,976 71
	Thomas Hempstead and sureties all insolvent.....	4,781 33
	John C. Walker, not found.....	1,459 36
	A. Kerr, insolvent.....	220 00
Aug. 27, 1822	James H. Audrain and sureties, insolvent.....	4,995 21
Dec. 6, 1822	Gilbert C. Russell, insolvent.....	278 00
	Valentine P. Luckett, insolvent.....	724 00
Dec. 27, 1822	John Edmondson, not found.....	928 59
Jan. 2, 1823	David Perry, not found.....	4,012 66
	Humphrey Mayrutt, dead and insolvent.....	7,261 28
	Robert M. Desha, dead and insolvent.....	121,374 90
Jan. 9, 1823	Samuel Hadgden, dead and insolvent.....	280 42
Feb. 1, 1823	Joseph M. Hayes, not found.....	314 94
Feb. 8, 1823	Wm. C. Beard, not found.....	57 70
March 13, 1823	John Maul, insolvent.....	1,191 67
June 10, 1823	Wm. Prosser, not found.....	1,516 00
	Wm. Leavitt, not found.....	1,260 00
	John Carroll, not found.....	400 00
	Jacob C. Leslie, not found.....	505 00
	Benjamin Jackman, dead and insolvent.....	650 00
	Samuel Kissley, insolvent.....	800 00
July 17, 1823	R. C. Nicholas, insolvent.....	56,089 60
Aug. 8, 1824	Danl. C. Lane, insolvent.....	739 40
Aug. 24, 1823	Henry C. Neale, insolvent.....	382 67
Nov. 18, 1823	L. L. Buck, not found.....	1,112 00
	Wm. Featherston, not found.....	1,083 03
	Edward Hall, not found.....	280 00
	H. P. Helm, insolvent.....	430 00
	Alex. Hamilton, not found.....	300 00
	Thomas Harris, not found.....	440 32
	John Jones, not found.....	300 00
	Abner Hines, insolvent.....	720 00
	John S. Hackett, dead and insolvent.....	170 00
June 15, 1824	James Nash and sureties, insolvent.....	1,450 54
July 10, 1824	Jona. B. Eastman, dead and insolvent.....	16,984 83
	Alpha Kingsbury and sureties, insolvent.....	26,582 82
July 29, 1824	Joseph Windwell, insolvent.....	5,597 14
Aug. 20, 1824	John Hobkirk, insolvent.....	769 12
	William Burrell, insolvent.....	876 29
	Joshua Conkey, not found.....	135 00
	J. Grant, not found.....	200 00
	Jas. Green, not found.....	1,063 00
Sept. 25, 1824	Simon Hathway, insolvent.....	408 04
Nov. 3, 1824	Edward Badger, not found.....	283 67
	Danl. C. Bryant, not found.....	334 26
	Henry Branch, insolvent.....	564 58

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Nov. 16, 1824	Jos. Burnet, not found .....	\$434 00
	Geo. W. Baker, not found .....	200 00
	Wm. D. Beall, dead and insolvent .....	547 83
	C. A. Taylor, insolvent .....	1,250 00
	Geo. M. Beall, insolvent .....	770 00
Dec. 6, 1824	Narcessus Brantin, dead and insolvent .....	1,100 00
	F. Blaize, not found .....	578 00
	John M. Connelly, not found .....	514 55
	James Craig, not found .....	209 66
	Charles Crawford, not found .....	178 48
March —, 1825	Samuel Coleman, not found .....	304 30
	Carey Nicholas and sureties, insolvent .....	39,684 10
Feb. 12, 1825	Edward S. Grant, insolvent .....	313 42
June 7, 1825	Ross Bird, dead and insolvent .....	351 63
	William Campbell, not found .....	2,718 26
Feb. 7, 1825	Robert Clark, insolvent .....	256 58
	Samuel Edwards, dead and insolvent .....	4,152 09
July 29, 1825	Benj. Harvey, dead and insolvent .....	900 00
Aug. 23, 1825	Philip Faulke and sureties, insolvent .....	6,015 05
Sept. 20, 1825	James Bailey, dead and insolvent .....	533 90
June 9, 1825	J. W. Lunt, dead and insolvent .....	1,300 05
	D. D. McNair, insolvent .....	1,150 00
	Granville N. Low, insolvent .....	625 00
	Wm. McClelland, dead and insolvent .....	600 00
	Geo. Rea, insolvent .....	860 00
	Abner P. Penney, insolvent .....	500 00
Sept. 30, 1825	John McClelland, insolvent .....	939 21
	A. H. Holmes, dead and insolvent .....	974 00
June 7, 1825	F. B. King, not found .....	400 00
	Lemuel Childress, not found .....	200 00
June 15, 1825	James Clarke, not found .....	300 00
	Wm. De Payster, insolvent .....	249 52
	John L. Frink, insolvent .....	800 00
	Henry Grindage, dead and insolvent .....	400 00
Sept. 30, 1825	Philip Yost, insolvent .....	171 64
	Gassaway Watkins, dead and insolvent .....	434 00
	Robert Wood, not found .....	451 00
	James B. Wilkinson, dead and insolvent .....	1,864 69
	Michael Walsh, dead and insolvent .....	692 00
	Aaron Walters, insolvent .....	801 00
Nov. 21, 1825	Philo Andrews, not found .....	603 16
	Jesse Barlow, not found .....	200 00
Aug. 1, 1826	Saml. Kratzer, insolvent .....	217 10
Aug. 19, 1826	Ira Starke, insolvent .....	600 73
	Robert Smith, not found .....	500 00
	John Stockton, not found .....	797 55
	Wm. C. Vaught, insolvent .....	2,410 39
Aug. 31, 1826	Walter Wilkinson, dead and insolvent .....	938 68
Sept. 12, 1826	Tho. S. Seymour, dead and insolvent .....	918 00
	John Smith, not found .....	401 00
	F. Turner, insolvent .....	600 00
	David T. Welch, insolvent .....	331 74
Sept. 15, 1826	Wilson Greenup, dead and insolvent .....	872 00
	Wilson Greenup, dead and insolvent .....	17,800 00
Oct. 3, 1826	B. Worth, not found .....	380 73
	E. Manning, not found .....	432 71
	Saml. Kerchval, dead and insolvent .....	500 00
	Peter Berry, insolvent .....	54 08
Dec. 2, 1826	Amasa J. Brown, insolvent .....	129 15

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Dec. 2, 1826	Simon Brown, not found.....	\$169 93
	Elisha Brimhall, not found.....	322 76
	Thomas Bangs, not found.....	424 00
	William S. Massey, dead and insolvent.....	1,194 25
	William Laval, dead and insolvent.....	970 00
March 1, 1827	Wm. F. Hobark, not found.....	5,001 00
	John W. Thompson, not found.....	204 07
	James H. Ballard, dead and insolvent.....	400 59
April 3, 1827	Alfred Mitchell, not found.....	53 48
April 26, 1827	John Morton, insolvent.....	570 00
July 24, 1827	Isaac Myers, insolvent.....	346 00
	Tho. J. Morton, not found.....	550 00
Aug. 4, 1827	Tho. G. Murray, not found.....	1,244 00
	Hugh McClelland, not found.....	384 00
	Saml. Maclay, not found.....	200 00
	Beverly Martin, dead and insolvent.....	706 24
	J. Keys, insolvent.....	558 00
	Charles Loss, dead and insolvent.....	1,000 00
	Nath. Hamlin, not found.....	348 50
	Lewis Johnson, not found.....	487 00
	J. Williams, not found.....	200 00
	Armstrong Irvine, dead and insolvent.....	1,130 20
Sept. 29, 1827	H. A. Hayes, not found.....	1,281 92
	Moses Clough, not found.....	978 24
Dec. 6, 1827	Thos. F. Harges, not found.....	751 15
	C. C. Hobert, insolvent.....	2,018 23
	C. C. Hobert, insolvent.....	272 65
July 30, 1829	Hugh E. Nurrett, insolvent.....	12,781 43
	A. Wetmore, insolvent.....	3,557 42
Oct. 22, 1829	A. Burghardt, dead and insolvent.....	271 48
	Jos. Bender, not found.....	133 33
	M. D. Burnett, not found.....	100 00
	A. Bennett, dead and insolvent.....	294 25
	A. Clarke, insolvent.....	159 41
	W. H. Curtis, not found.....	215 06
	John G. Clarke, not found.....	76 00
	F. Cone, not found.....	122 00
	John Collins, dead and insolvent.....	182 00
	Jos. C. Clinch, dead and insolvent.....	174 00
	Avery Clark, not found.....	154 00
	Edward Barnville, insolvent.....	261 52
	John G. Cramp, not found.....	100 00
	M. M. Claiborne, not found.....	178 00
	Joseph Berry, not found.....	120 00
	Hugh Glinn, insolvent.....	3,014 06
	John H. Comly & Co., insolvent.....	1,621 51
May 24, 1831	Chas. Hay, insolvent.....	225 78
Sept. 20, 1831	Jos. L. Kughn, insolvent.....	10,373 03
	Thomas Post, not found.....	1,870 00
Dec. 6, 1831	Jas. McLean, not found.....	50 00
	Chas. Harrison, dead and insolvent.....	1,170 23
	John Tucker, not found.....	280 48
	John Stone, not found.....	61 80
	J. B. Blaney, insolvent.....	264 39
	F. S. Gray, dead and insolvent.....	49 06
	Stephen Griffith, not found.....	43 95
	Benj. Fitch, not found.....	172 00
	Anthony Gale, insolvent.....	953 63
July 26, 1837	Thomas Hunt, dead and insolvent.....	858 68

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
May 17, 1838	N. J. Eaton, insolvent.....	\$2,343 11
Nov. 21, 1838	Roswell W. Lee, insolvent.....	5,088 16
April 13, 1839	F. F. J. Wilkinson, dead and insolvent.....	100 00
June 11, 1839	Lewis T. Jamison, insolvent.....	8,528 42
Aug. 2, 1839	Alexander H. Stewart, not found.....	2,000 20
Oct. 22, 1839	James Engle, dead and insolvent.....	2,864 66
Oct. 31, 1839	James Kendrick, dead and insolvent.....	49,289 33
June 5, 1840	B. D. C. Collins, dead and insolvent.....	22,024 42
June 12, 1841	B. D. C. Collins, dead and insolvent.....	261,326 89
Sept. 17, 1841	Edward S. Osgood, insolvent.....	1,719 71
Oct. 14, 1841	Thompson S. Brown, insolvent.....	2,042 26
Jan. 31, 1842	Archibald S. Campbell, dead and insolvent.....	362 95
May 21, 1849	Wm. H. Gray, insolvent.....	3,052 00
April 21, 1845	John P. Davis and sureties, insolvent.....	9,604 25
May 23, 1846	J. O. Bradshaw, insolvent.....	18,455 27
Aug. 1, 1846	R. B. Butler, not found.....	5,890 26
		2,942,153 71

## No. 3.

*Debts and claims on account of customs prosecuted to insolvency, or otherwise lost.*

Date of suit.	Names of debtors sued.	Amount due.
Sept. 15, 1794	Andrew Agnew and sureties, dead and insolvent.....	\$215 41
May 19, 1795	John Muir, dead and insolvent.....	5,648 89
Sept. 16, 1799	George Phillips, absconded and insolvent.....	9,450 00
March 25, 1801	Abraham Archer, dead and insolvent.....	182 23
June 2, 1801	Stephen Keys, insolvent.....	4,786 07
June 5, 1802	Constant Somers and surety, dead and insolvent.....	554 61
June 20, 1804	Griffith J. McRae and sureties, dead and insolvent.....	7,567 10
Aug. 8, 1804	Samuel R. Gerry, dead and insolvent.....	1,792 21
May 2, 1805	James Frazier and sureties, dead and insolvent.....	3,924 86
May 20, 1805	Wm. Chribbs and sureties, dead and insolvent.....	1,995 43
Oct. 18, 1805	Nath'l C. Fosdick and sureties, dead and insolvent.....	11,212 81
May 20, 1807	Timothy Bloodworth and sureties, insolvent.....	22,527 38
Nov. 8, 1808	Wm. Selby, not found.....	140 93
Nov. 21, 1809	Jeremiah Clark, dead and insolvent.....	27,090 96
Aug. 4, 1810	Alexander Ballie, dead and insolvent.....	6,305 38
Aug. 13, 1812	L. F. Delesdernier, dead and insolvent.....	2,571 16
Aug. 25, 1812	Laurence Muse, insolvent.....	33,248 68
Aug. 12, 1812	Wm. Brown and surety, dead and insolvent.....	156,432 00
Oct. 12, 1815	Samuel Buel and sureties, dead and insolvent.....	7,229 03
Oct. 20, 1815	Stephen Simmons and surety, insolvent.....	779 13
Oct. 24, 1815	Alexander McIntire, insolvent.....	9,172 15
Oct. 26, 1815	Joel Burt, insolvent.....	392 80
Sept. 5, 1815	David Reily, insolvent.....	11,503 72
Jan. 22, 1821	John Pease and sureties, dead and insolvent.....	1,270 79
Feb. 1, 1821	Venables Bond, dead and insolvent.....	1,546 16
	John Grayson, dead and insolvent.....	353 10
	Ezra Baker and sureties, dead and insolvent.....	2,623 00
April 25, 1821	Charles Simmes, dead and insolvent.....	130 34

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Sept. 7, 1821	Henry Warren, dead and insolvent.....	\$16,330 26
Sept. 10, 1821	Robert Cochran, insolvent.....	101,605 42
Oct. 17, 1821	Henry Malcolm and surety, not found.....	16 61
	Thomas Collier and sureties, insolvent.....	6 80
Nov. 16, 1822	George W. Banks and sureties, insolvent.....	5,206 21
Sept. 29, 1823	C. Hillary and sureties, not found.....	7 59
April 22, 1826	Wm. Gamble and sureties, not found.....	1,024 59
June 10, 1829	James F. Wingate and sureties, insolvent.....	11,079 43
Dec. 14, 1829	Asa Rogerson and sureties, insolvent.....	31,321 85
	John B. Swanton and sureties, insolvent.....	13,905 15
Jan. 22, 1830	James Manney, insolvent.....	1,044 12
April 15, 1830	John Dangerfield, insolvent.....	1,287 30
Oct. 21, 1830	Daniel Granger and sureties, insolvent.....	2,160 69
Nov. 7, 1832	Walter Bradley and sureties, insolvent.....	6,239 33
Sept. 26, 1836	Wm. McCullogh, insolvent.....	669 49
Oct. 24, 1836	Humphry Peake, insolvent.....	544 02
March 12, 1838	Wm. Emerson and sureties, insolvent.....	31 53
June 14, 1839	James Stockman, dead and insolvent.....	7,645 02
Feb. 5, 1840	James Stockman, dead and insolvent.....	1,230 00
March 24, 1843	D. B. McNeil, insolvent.....	427 34
Dec. 26, 1843	Jno. B. Hogan and sureties, insolvent.....	9,351 20
April 27, 1821	Chas. K. Mallory, insolvent.....	1,480 38
Dec. 21, 1798	John Lamb and sureties, dead and insolvent.....	21,675 99
Oct. 22, 1805	Mathew Ernest, dead and insolvent.....	5,475 11
		570,393 16

## No. 4.

*Debts and claims on account of foreign intercourse, prosecuted to insolvency or otherwise lost.*

Date of suit.	Names of debtors sued.	Amount due.
Jan. 8, 1801	N. C. Higginson, dead and insolvent.....	\$8,833 00
Feb. 10, 1807	Andrew Ellicott, insolvent.....	523 87
April 3, 1810	J. Donaldson, jr., dead and insolvent.....	4,083 33
Nov. 16, 1822	Chas. Pinckney, dead and insolvent.....	6,629 73
Nov. 30, 1826	John Gavino and sureties, insolvent.....	4,105 64
Dec. 4, 1829	Geo. S. Watkins, insolvent.....	186 07
		24,360 84

## STATEMENT—Continued.

## No. 5.

*Debts and claims on account of Indian intercourse, prosecuted to insolvency or otherwise lost.*

Date of suit.	Names of debtors sued.	Amount due.
Sept. 24, 1811	Wm. Ewing, not found.....	\$51 01
July 29, 1812	Malcolm McGee, died insolvent.....	180 00
July 30, 1812	Noel Maugrain, not found.....	150 00
	Samuel Mitchell, not found.....	5,949 39
Aug. 13, 1812	Thomas Wright, dead and insolvent.....	32,813 20
Sept. 3, 1823	James Kennerly, insolvent.....	29,414 15
June 28, 1823	Henry Sherburne, dead and insolvent.....	276 42
March 27, 1829	Duncan G. Campbell, dead and insolvent.....	5,703 96
March 31, 1822	John Boyer, dead and insolvent.....	2,191 30
July 10, 1823	John Jamison and sureties, dead and insolvent.....	4,024 88
	John Jamison and sureties, dead and insolvent.....	100 00
Aug. 9, 1847	John Carpenter, insolvent.....	975 78
Dec. 13, 1837	Geo. Walton, insolvent.....	2,394 44
May 5, 1841	Nathan Smith, dead and insolvent.....	2,619 69
May 17, 1842	James Striker, insolvent.....	2,646 18
		89,490 40

## No. 6.

*Debts and claims on account of sales of public lands, prosecuted to insolvency or otherwise lost.*

Date of suit.	Names of debtors sued.	Amount due.
Nov. 10, 1817	Samuel Smith and sureties, insolvent.....	\$33,836 35
Sept. 3, 1819	Samuel Finley, dead and insolvent.....	12,390 13
July 21, 1823	Samuel Hammond, not found.....	26,680 35
July 22, 1823	Nathaniel Ewing and sureties, insolvent.....	7,250 01
Aug. 28, 1824	Benjamin Stephenson, insolvent.....	6,460 41
Dec. 2, 1825	Wm. D. McRay, insolvent.....	9,877 23
April 10, 1827	John Herbert and sureties, insolvent.....	2,444 24
July 8, 1829	Wm. Taylor and surety, insolvent.....	23,168 18
Sept. 17, 1829	Geo. Conway and sureties, insolvent.....	6,590 73
July 27, 1830	J. J. McLanahan, dead and insolvent.....	593 99
Aug. 18, 1830	Wm. Burnett and sureties, not found.....	107 85
July 29, 1836	Littlebury Hawkins and sureties, insolvent.....	115,462 94
Jan. 15, 1838	John H. Owen and sureties, insolvent.....	33,356 86
May 5, 1838	Robert J. Sterling and sureties, insolvent.....	2,715 56
Jan. 16, 1839	Wm. H. Allen, insolvent.....	1,997 50
April 10, 1840	John C. Clelland, insolvent.....	7,694 80
		290,627 13
July 27, 1830	Thomas Thorpe, insolvent.....	4,897 15
		44 13



*Miscellaneous debts and claims prosecuted to insolvency.*

Date of suit.	Names of debtors sued.	Amount due.
Oct. 19, 1791	Flint & Smith, insolvent.....	\$20,323 76
Oct. 25, 1791	James Jarvis, insolvent.....	10,842 24
April 6, 1798	Joshua Wentworth, dead and insolvent.....	7,414 51
Aug. 4, 1802	Wm. Nichols, dead and insolvent.....	1,965 39
	Wm. Nichols, dead and insolvent.....	1,469 53
Dec. 6, 1804	John Hall, insolvent.....	692 88
July 19, 1805	Henry Miller, dead and insolvent.....	7,329 67
Sept. 3, 1807	Zeb. Hollingsworth, insolvent.....	7,097 28
Dec. 31, 1807	Meriwether Jones, dead and insolvent.....	2,449 34
Aug. 8, 1808	Zeb. Hollingsworth, dead and insolvent.....	78 41
May 9, 1810	Joseph Wilcox and surety, dead and insolvent.....	506 88
Jan. 23, 1811	Roger Gregory, dead and insolvent.....	18,961 25
Feb. 6, 1811	Wm. Peck, insolvent.....	2,528 47
	Wm. Peck, insolvent.....	4,468 50
July 31, 1811	John Teackle, dead and insolvent.....	257 85
Aug. 17, 1811	Alexander McGregor, dead and insolvent.....	797 27
	E Price, dead and insolvent.....	1,170 00
Sept. 24, 1811	Michael McKewan, insolvent.....	276 87
Oct. 31, 1811	John Frantz, not found.....	100 00
Nov. 1, 1811	Daniel Hurley, dead and insolvent.....	80 00
Jan. 25, 1812	John W. Hooker, insolvent.....	20 84
Mar. 25, 1812	John Armstrong, insolvent.....	495 20
Mar. 18, 1793	Thomas Higgins, dead and insolvent.....	1,178 25
Mar. 15, 1800	Clement Hall, hopelessly insolvent.....	492 86
	Anthony W. White, dead and insolvent.....	2,058 57
June 5, 1800	Constant Somers, dead and insolvent.....	554 01
Dec. 13, 1809	Nathaniel Rogers, insolvent.....	592 36
Jan. 11, 1811	Paul McDermot, dead and insolvent.....	272 00
July 29, 1812	Jonathan Price, insolvent.....	60 00
	Thomas Davis, representatives of, not found.....	300 00
	Michael Baldwin, dead and insolvent.....	1,294 36
July 30, 1812	Oliver Bowers, dead and insolvent.....	179 70
Sept. 26, 1816	Patrick Magruder, dead and insolvent.....	18,167 09
June 11, 1817	Joseph Hutchinson, insolvent.....	416 00
Oct. 17, 1817	Theron Budd, insolvent.....	84,232 48
Feb. 25, 1818	Wm. Cunningham, dead and insolvent.....	9,596 37
Feb. 28, 1818	Wm. Cunningham, dead and insolvent.....	5,755 15
Mar. 5, 1818	Allen D. Thorn and sureties, insolvent.....	12,089 10
July 2, 1818	John A. Wilson, insolvent.....	637 96
Aug. 26, 1819	Richard Mitchell, insolvent.....	9,954 30
Aug. 30, 1819	Richard Mitchell, insolvent.....	2,115 54
	Charles R. Sherman, insolvent.....	17,675 56
Sept. 3, 1819	John H. Alley, insolvent.....	12,893 66
April 2, 1819	Josiah Shelden, dead and insolvent.....	19,246 92
April 17, 1819	John W. Thompson, dead and insolvent.....	8,400 63
April 19, 1819	Wm. Tremper, insolvent.....	7,311 05
	John Bynum, insolvent.....	1,722 28
Aug. 21, 1819	J. P. Fogg, dead and insolvent.....	1,845 77
	Nathan Myers, insolvent.....	17,426 02
Mar. 27, 1820	C. Griffith, insolvent.....	3,628 00
April 10, 1820	Thomas Shubrick, dead and insolvent.....	17,000 00
June 30, 1820	John Smith, insolvent.....	157 61
	John Smith, insolvent.....	2,989 76
Dec. 15, 1820	George Reinholds, insolvent.....	1,998 00
Feb. 21, 1820	Stephen H. Moore, dead and insolvent.....	2,516 38

## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
Nov. 14, 1820	Robert Beatly, insolvent.....	\$2,928 40
Jan. 16, 1821	Levi Janson, insolvent.....	93 64
May 5, 1821	Samuel M. Reed, dead and insolvent.....	18,685 08
July 23, 1821	Samuel M. Reed, dead and insolvent.....	3,106 54
Nov. 23, 1821	James R. Hanham, not found.....	1,810 1
April 7, 1821	Cornelius Griffith, insolvent.....	69,395 82
	Cyrus W. Murray and surety, insolvent.....	8,569 17
	Charles Higgins, insolvent.....	5,245 95
Oct. 17, 1821	Wm. D. Taylor and sureties, insolvent.....	10,005 71
Oct. 20, 1821	Robert Williams, insolvent.....	1,560 00
	Richard B. Lee, insolvent.....	996 43
Dec. 8, 1821	Wm. D. Taylor and sureties, insolvent.....	21,383 12
Jan. 1, 1822	Salathiel Curtis, insolvent.....	2,276 91
	Salathiel Curtis, insolvent.....	1,998 94
	Salathiel Curtis, insolvent.....	6,202 17
Feb. 15, 1822	John Ballard, dead and insolvent.....	20 00
April 30, 1822	Stephen Maylon, dead and insolvent.....	50 00
April 18, 1822	John T. Morgan, dead and insolvent.....	5,001 92
	Mathew Lyon, dead and insolvent.....	28 61
May 30, 1822	Jacob Lechner, dead and insolvent.....	2,130 30
	Ezra Dubose and sureties, dead and insolvent.....	634 00
June 2, 1822	John McFarland, insolvent.....	498 19
June 14, 1822	Robert Atwater, insolvent.....	107 25
	R. T. Cooper, not found.....	1,500 00
	Joseph Daugherty, insolvent.....	273 40
Feb. 15, 1822	Robt. E. Cochran and sureties, insolvent.....	5,008 00
Dec. 17, 1822	John Hobby and sureties, insolvent.....	5,310 41
	Joseph Wilcox, dead and insolvent.....	1,389 44
Mar. 26, 1822	Adam Carruth and surety, dead and insolvent.....	12,028 45
	Peter Baudney and surety, dead and insolvent.....	17,500 00
April 6, 1822	John Goulding and sureties, dead and insolvent.....	4,642 50
May 16, 1822	Leonard White, insolvent.....	21,386 54
Mar. 12, 1823	Vanzandt & Rockwell, insolvent.....	480 00
Nov. 18, 1823	Joel Hills, dead and insolvent.....	9,758 27
June 7, 1823	John M. Thompson, insolvent.....	936 00
Sept. 29, 1823	Benjamin Wall, dead and insolvent.....	23,643 31
Jan. 23, 1823	Wm. Marshall, insolvent.....	53 20
Aug. 28, 1823	Robert Crockett, insolvent.....	8,518 93
	Robert Crockett, insolvent.....	4,516 99
Sept. 20, 1823	Asher Watanman and sureties, not found.....	3 64
Dec. 2, 1823	Samuel Hay, dead and insolvent.....	2,325 00
Nov. 25, 1823	Obadiah Tremmor, dead and insolvent.....	872 30
May 31, 1824	Shadrick Bond & Leonard White, insolvent.....	3,849 54
July 26, 1824	Richard Bean, insolvent.....	788 55
Aug. 13, 1824	Samuel Turner, dead and insolvent.....	125 55
	Tobias Lear, dead and insolvent.....	2,990 71
Aug. 17, 1824	P. Minchin, insolvent.....	500 00
Dec. 6, 1824	Wm. Saltinstall, dead and insolvent.....	414 81
May 9, 1825	John A. Jones, dead and insolvent.....	2,903 67
Mar. 10, 1825	John Chalmers, dead and insolvent.....	3,644 44
June 7, 1825	Thomas Butler, insolvent.....	550 00
Nov. 21, 1825	D. Files, dead and insolvent.....	3,456 83
	P. Grimes, dead and insolvent.....	7,333 90
June 15, 1825	Woodsworth Bull, insolvent.....	914 96
Oct. 10, 1827	Samuel Lane, dead and insolvent.....	15,590 85
Jan. 7, 1828	Francis Adams and sureties, insolvent.....	4,257 21
June 10, 1829	Daniel Schnebly, insolvent.....	9,150 47
July 13, 1829	H. Huntington, insolvent.....	4,897 16
July 27, 1830	Thomas Thorpe, insolvent.....	44 13



## STATEMENT—Continued.

Date of suit.	Names of debtors sued.	Amount due.
April 2, 1830	John Dean, insolvent.....	\$1,956 45
Jan. 20, 1835	John Doyle, not found.....	2,796 53
	John Hunter, not found.....	73 79
Feb. 3, 1835	Joseph S. Benham, insolvent.....	5,257 35
Oct. 3, 1835	Wm. A. Harrison, insolvent.....	6,025 74
Feb. 27, 1836	John Scott, insolvent.....	408 00
Sept. 16, 1836	George M. Bibb, insolvent.....	2,497 92
Nov. 10, 1836	James Collinsworth, dead and insolvent.....	3,044 11
June 14, 1837	Benjamin B. Morrell, insolvent.....	4,312 75
Nov. 6, 1837	Sally Ann Faulkner, insolvent.....	250 00
June 5, 1838	Wm. S. Smith, insolvent.....	7,748 85
Feb. 7, 1839	Jos. S. Benham, dead and insolvent.....	635 90
Nov. 12, 1839	Wm. M. Price, insolvent.....	83,217 80
April 19, 1839	Jno. H. Holland, insolvent.....	7,779 70
May 10, 1839	Samuel Sanderson, insolvent.....	1,092 55
July 18, 1840	Thos. Machin, insolvent.....	4,102 41
Aug. 31, 1841	James P. Grundy, dead and insolvent.....	244 96
	Wm. C. Scott, insolvent.....	1,333 90
Mar. 24, 1843	John H. Weber, insolvent.....	746 63
April 25, 1843	B. F. Linton, insolvent.....	7,900 00
Mar. 18, 1844	Ignatius A. Few, insolvent.....	661 45
Nov. 25, 1844	George W. Gayle, insolvent.....	1,369 00
Mar. 29, 1848	John Baldwin and sureties, not found.....	3,747 44
June 30, 1848	Uriah Brown, not found.....	10,000 00
Feb. 12, 1853	James A. Simpson, dead and insolvent.....	1,627 01
April 28, 1855	Thomas Swann, dead and insolvent.....	500 00
Nov. 24, 1826	Alexander A. Meek, dead and insolvent.....	1,279 04
	Total.....	890,688 90

## STATEMENT N.

*Statement of balances due from banks, formerly depositories of the public money, which are unavailable, and have been so reported by the Secretary of the Treasury for a number of years.*

No.	Name and style of the banks.	Amount due per last settlement of the treasury.
1	Bank of Vincennes.....	\$168,511 64
2	Bank of Missouri.....	159,199 87
3	Bank of Tombechee, Alabama.....	98,178 70
4	Bank of Washington, Pennsylvania.....	5,658 15
5	Bank of Steubenville, Ohio.....	300,056 33
6	Elkton Bank of Maryland.....	25,372 19
7	Bank of Somerset, Maryland.....	62,420 36
8	Farmers, Mechanics, and Manufacturers' Bank of Chillicothe, Ohio.....	29,729 45
9	Miami Importing and Exporting Company.....	3,469 54
10	Farmers and Mechanics' Bank of Greencastle.....	595 00
11	Commercial Bank of Buffalo.....	846 94
12	Farmers and Mechanics' Bank of Pittsburg.....	1,311 00
13	Centre Bank of Pennsylvania.....	6,381 73
14	Farmers and Mechanics' Bank of Cincinnati.....	16,753 00
15	Bank of Illinois, Shawneetown.....	46,909 59
16	Saline Bank, Virginia.....	10,121 00
17	Juniata Bank of Pennsylvania.....	3,200 00
18	Bank of Edwardsville, Illinois.....	46,973 00
19	German Bank of Wooster.....	4,023 42
20	Bank of Columbia.....	49,225 66
21	Farmers and Mechanics' Bank of Indiana.....	31,683 90
22	Franklin Bank of Alexandria.....	48,000 00
23	Union Bank of Tennessee.....	246,905 21
24	Planters' Bank of Tennessee and branches.....	271,630 87
25	Franklin Bank of Cincinnati.....	12,753 52
26	Agricultural Bank of Mississippi.....	583,404 30
27	Franklin Bank of Boston.....	12,331 25
28	Merchants' Bank of Alexandria.....	3,217 00
29	Parkersburg Bank.....	198 00
30	Urbana Bank.....	2,839 00
31	Huntington Bank.....	2,380 00
32	Lebanon Miami Banking Company.....	9,575 00
33	Bedford Bank.....	4,059 57
34	Bank of Cincinnati.....	3,846 00
35	Commercial Bank of Cincinnati.....	1,021 50
36	Bank of Columbia, Georgetown.....	469,113 50
37	Commercial Bank of Lake Erie.....	10,900 00
38	Farmers and Mechanics' Bank of Cincinnati.....	20,213 01
39	Bank of the Metropolis.....	3,059 64
		2,776,067 84
Deduct the amounts paid, and held up for payment, in the following banks, viz:		
	Farmers and Mechanics' Bank, Indiana.....	\$31,683 90
	Agricultural Bank, Mississippi.....	583,404 30
	Bedford Bank.....	4,059 57
	Commercial Bank of Lake Erie.....	10,900 00
	Union Bank of Tennessee.....	246,905 21
	Planters' Bank and Branches.....	271,630 87
	Franklin Bank, Cincinnati.....	12,753 52
	Bank of Washington, Pennsylvania.....	5,658 15
		1,166,995 52
		1,609,072 32

No. 1.—*Bank of Vincennes*.—In 1821, an arrangement was made with this bank for the security of this debt, by which sundry tracts and lots of land, and other securities, were vested in trustees, to be sold for its payment. In March, the Secretary of the Treasury was advised that the debt would be nearly all lost. On the 3d September, 1830, the district attorney was instructed to institute suit against the bank and sell all the trust property. One of the tracts of land was sold in 1831 to William H. Neilson for \$6,000, and the remainder of the trust property was disposed of at auction for \$2,650 40; and on the 14th January, 1833, the district attorney reported that the above sums were all he expected to realize in the case, the bank being hopelessly insolvent. On the 16th July, 1834, the department informed the district attorney of a suspected abstraction of the funds of the bank, previous to its failure, to avoid the claims of creditors; and instructed him to inquire into the matter, and if there should appear a probability of establishing the fact, to engage associate council in any legal proceedings that might be necessary. On the 24th March, 1835, the district attorney reported that nothing new could be established, and the matter was suffered to rest. On the 3d January, 1856, the district attorney was again written to by the department, and a full history of the case, from its earliest stages, furnished him, with a request to ascertain what disposition has been made of the assigned property, and the proceeds arising therefrom; and, also, whether there has been legal proceedings commenced against the officers of the bank, to make them liable for the debt due the government beyond the property assigned, to which no reply has been received.

No. 2.—*Bank of Missouri*.—This bank failed in 1821. In 1823, its officers assigned and transferred to the United States, for the security and ultimate payment of this debt, notes, bonds, judgments and real estate due and belonging to it, amounting to \$189,237 19. These evidences of debt were placed in the hands of George S. Strother, esq., a special agent appointed by the Secretary of the Treasury, for collection, and for which he receipted, January 20, 1823. Mr. Strother entered upon the duties of his agency soon after, brought suits, recovered judgments, foreclosed mortgages, caused executions to be issued and levied on real estate, &c., and the property sold; most of which he bought in as agent of the United States. Mr. Strother surrendered his agency in 1830, and was succeeded by Messrs. Shannon, O'Fallon and Maginis, they by A. S. Jones, and he finally by the district attorney A. S. Maginis.

Of the sum of \$194,402 17, which consisted of judgments, mortgages, rents, interest, &c., in Mr. Strother's hands, but \$40,503 69 and \$6,078 61 compensation, allowed Mr. Strother as agent, have been collected. On the 1st February, 1856, the district attorney was furnished with a history of this case by the department, and requested to give his early attention to the matter, with a view to closing the account against this bank. On the 25th January, 1856, Charles D. Drake, esq., acting district attorney, advised the department that Mr. Reynolds, the district attorney, was then in Cuba, on government business, and on his return would doubtless give the subject his usual diligent attention. This case is now in the hands of the proper gov-

ernment officer, but the department is without advice as to the probable eventuality of success.

No. 3.—*Bank of Tombecbee, Alabama.*—Suit was instituted in this case July 21, 1827, and in December following, a transfer was made by the bank of notes discounted, bonds, judgments, &c., to an amount exceeding the debt to the United States. The district attorney was instructed to suspend legal proceedings, on the debts assigned being secured to his satisfaction, and to grant indulgence to the parties of 1, 2, 3 and 4 years. Henry Hitchcock, esq., then district attorney, was appointed to carry this arrangement into effect, and all the notes, bonds, &c., assigned, were placed in his hands for collection. Mr. Hitchcock collected at different times, and paid over to the United States, the sum of \$117,987 90. A large amount of these debts still remains uncollected. Mr. Hitchcock, although repeatedly requested, failed to make a report before his decease, of his transactions in the premises. On the 1st March, 1856, the district attorney for southern Alabama was put in possession of all the information respecting this case within the knowledge of the department, and requested to ascertain the whereabouts of the missing securities, and the responsibility of the officers of the aforesaid bank to meet their obligations to the government. The district attorney, on the 17th March, and April 8, 1856, advised the department that the case was utterly hopeless, both in regard to a recovery of the lost securities and the balance due.

No. 4.—*Bank of Washington, Pennsylvania.*—This bank failed in 1817. To secure the debt due by this bank to the United States, George Baird, William Baird, and Thomas H. Baird, on January 12, 1821, executed a bond to the United States for \$3,784 47, payable in eight annual instalments, with interest from the date thereof. On the same day, George Baird, John Wilson, and William Baird executed a similar bond for \$4,000, with like conditions, making the debt due and thus secured by the bank \$7,784 47.

The obligors on these bonds made payment on account of interest and principal at different times, amounting to \$9,657 73, leaving a balance due, on the 20th August, 1842, of \$5,658 88. On the 18th August, 1856, an act was passed for the relief of Thomas H. Baird, administrator of Absalom Baird, a commissioned surgeon in the army of the revolution. From the amount thus appropriated, the balance due on the above bonds has been suspended as security for the debt.

No. 5.—*Bank of Steubenville, Ohio.*—This bank stopped payment in 1825, and in that year an agreement was made with the Secretary of the Treasury, by which the bank confessed judgment for \$170,000, and gave its note for the amount, payable January 1, 1827, with interest. B. Wells & Co., debtors to said bank, also confessed judgment for \$120,000, and gave their two notes for \$60,000 each to the United States, one payable January 1, 1830, and the other December 31, 1830, each bearing interest from January, 1827. The parties having failed to comply with the terms of this arrangement, executions issued against both the bank and Wells & Co. The amount collected and paid into the treasury, from the sale of property belonging to the bank and Wells & Co., was \$38,295 13. A general proposition against the stockholders in June, 1831, but the result thereof is an

sition for compromise was made, under the act of March 3, 1837, the result of which is unknown to the department.

On the 13th March, 1856, the district attorney was furnished with a detailed statement of all the facts in this case within the knowledge of the department, and requested to give a full history thereof. The district attorney is now engaged in its investigation, the result of which has not transpired.

No. 6.—*Elkton Bank of Maryland*.—The Bank of Columbia, while acting as fiscal agent of the United States, towards the close of the last war with Great Britain, received and held certain notes of the Elkton Bank on special deposit. Suit having been ordered on these notes, the bank assigned two notes of P. Thomas to the United States, amounting to \$20,000. The payments credited on said notes amount to \$20,184 06, and warrants were drawn to cover the interest in favor of the Treasury of the United States. The balance due the United States, December 31, 1843, for principal and interest, was \$25,372 19. The district attorney, on the 30th April, 1856, advised the department that the debt was desperate, all the officers of the bank having passed away, and the act of the general assembly of Maryland of 1810 having absolved all those concerned therein from individual liability.

No. 7.—*Bank of Somerset, Maryland*.—On the 15th July, 1820, an agreement was entered into between the Comptroller of the Treasury, on behalf of the United States, and directors of this bank, by which the latter entered into bond to pay the principal of this debt on or before the expiration of five years. The bond not being paid at maturity, the district attorney of Maryland was instructed to institute suit against the parties. Suit was instituted, but never decided for want of the report of the accountant, and was finally stricken off the docket. The amount due by this bank, February 1, 1844, exclusive of interest, was \$62,420 36. On the 7th April, 1856, the district attorney was furnished with all the leading facts in this case, and directed to give it his personal attention, but up to this time has made no report of his proceedings.

8.—*Farmers, Mechanics and Manufacturers' Bank of Chillicothe, Ohio*.—At the time this bank stopped payment, in 1817, the receiving and disbursing agents were in possession of its notes and bills to the amount of \$23,905. Suit was instituted against the bank, and at September term, 1823, judgment was obtained for \$29,729 45 and costs, upon which executions issued, which were returned, "no goods, no lands."

On the 16th April, 1856, the district attorney was informed of all the facts in this case known to the department, and requested to give it his immediate attention, to which that officer has made no reply.

9.—*Miami Importing and Exporting Company*.—In this case, the bank claimed a greater sum than the balance against it. The suit brought was tried at June term, 1825, and the court allowed a credit of \$5,417 41, and judgement was rendered for 3,373 59. Further proceedings were suspended to enable the parties to petition Congress for relief. On the 21st April, 1856, the district attorney was written to by the department, and put in possession of all the information within its reach. This case is now in the hands of the proper gov-

10.—*Farmers and Mechanics' Bank of Greencastle, Pennsylvania.*—This bank stopped payment in 1817. Judgment was obtained in 1821, against Matthew Lund, cashier, and the president, directors and company for \$595, for which an execution was issued, and returned "nulla bona." On the 25th April, 1856, the district attorney for Eastern Pennsylvania was written to concerning the debt, and requested to ascertain the liability of the defendants or their legal representatives to meet the claim of the United States, but the department is unadvised of his action in the premises.

11.—*Commercial Bank, Buffalo.*—On the 25th October, 1837, this bank failed to comply with the requisitions made upon it in conformity with the first section of the act of Congress for adjusting the remaining claims upon the late deposite banks, passed October 16, 1837. On November 13, 1837, its officers entered into bond to secure to the United States the balance then due; payments were made from time to time, until the debt was reduced to \$846 94. The department addressed a communication to the district attorney for Northern New York, setting forth the facts of the case, and requesting his attention thereto, but is without advice as to the result of his inquiries.

12.—*Farmers and Mechanics' Bank, Pittsburg.*—This claim arose from a deposite of the notes of this institution in the Bank of Columbia, as early as January 1, 1817, which were included in the special deposite transferred by the Bank of the United States. On the 29th April, 1856, the district attorney was requested to furnish a full history of this case, with a view to its settlement, but the result of his labors has not yet been communicated to the department.

13.—*Centre Bank of Pennsylvania.*—This bank stopped payment in 1823. On the 26th March, 1826, it executed a bond to the United States for \$10,901 25, and on the 20th June, 1826, paid \$1,000. It also assigned to the United States the bond of John Norris, dated August 8, 1821, for \$11,500, the payment of which was secured by mortgage on real estate, from John Norris and James Chiswell. These papers were delivered to the district attorney, where it is believed they still remain. The sum of \$4,500 has since been collected from the proceeds of a sale of Mr. Norris's property. On the 26th June, 1856, the district attorney was fully advised of all the facts in this case, and requested to report all the proceedings had therein. The department has not yet been advised of the result of his labors.

14.—*Farmers and Mechanics' Bank of Cincinnati.*—On the 8th March, 1822, the bank was indebted to the United States in the sum of \$36,966 01. Joseph S. Benham, esq., by letter dated May 12, 1831, informed the department that while he was district attorney for Ohio he recovered a judgment for a large amount against this bank, in favor of the United States, which was still unsatisfied. A large amount of the stock of this institution was at its failure transferred by the stockholders to the bank, in payment of their debts, and in this way the fund to which the creditors had a right to look for payment was absorbed. The supreme court of Ohio decided that the transfer was illegal, and that the stockholders were liable in chancery to the amount of their stock. Proceedings were commenced against the stockholders in June, 1831, but the result thereof is un-



known at this time to the department. The district attorney, on the 3d July, 1856, was furnished with all the information known to the Solicitor of the Treasury, and requested to investigate the matter thoroughly, with a view to the final disposition of the case. No answer thereto has been received.

No. 15.—*Bank of Illinois, Shawneetown*.—This bank stopped payment in 1825. In 1828 it made an assignment to the district attorney of debts due the bank to a large amount. Of the debts thus assigned, collections had been made to the amount of \$25,173 16, and there yet remained to be collected about \$2,000 of good debts, and \$16,000 of bad or doubtful, on which no calculation could be made, (*vide* district attorney's report dated April 23, 1836.) In April, 1856, the district attorney for southern Illinois was furnished with all the information concerning this case known to the department, with instructions to use his best endeavors to secure the debt, and ultimately close this case. No report has been received.

No. 16.—*Saline Bank, Virginia*.—Suit brought in this case against the stockholders of the bank, the bank itself being hopelessly insolvent, in August, 1820. In 1825 the court decided that the stockholders were not liable, and at January term, 1828, the Supreme Court confirmed the decision.

No. 17.—*Juniata Bank of Pennsylvania*.—This bank stopped payment in 1817. It has never been reported for suit.

No. 18.—*Bank of Edwardsville, Illinois*.—This bank failed in 1821. Suit was brought against it in the United States district court of Illinois, in March, 1823; and judgment was recovered at June term, 1824, for \$53,442 86. In the year 1829 an execution issued on the judgment at law against the bank, under which the banking-house and sundry lots of land were sold by the marshal for \$1,189 29, and the marshal returned "no more property found." On the 6th March, 1833, the district attorney reported that the trustees of the bank were all insolvent. In the years 1834, 1835, and 1836, the district attorney reported that the receiver was using his exertions to make collections, but with little prospect of success; that the chancery suit was still pending, but that he had little hope of making anything out of it.

No. 19.—*German Bank of Wooster*.—Judgment assigned Adamson Bentley \$3,857 72; judgment assigned Robert Bentley \$165 70.

No. 20.—*Bank of Columbia*.—Not reported for suit.

No. 21.—*Farmers and Mechanics' Bank of Indiana*.—Under an act of Congress passed July, 1832, this debt was settled by compromise, and the amount was secured to be paid in three annual instalments of \$10,561 30 each, from 15th March, 1833, without interest. The first instalment of \$10,561 30 was paid at maturity; the second instalment of \$10,561 30 was also paid at maturity; but the third instalment was not paid, and suit was brought to collect it, and the sum of \$10,692 17 was collected, leaving a small balance not accounted for, which the present district attorney is in pursuit of. The whole amount collected is \$31,814 77.

No. 22.—*Franklin Bank of Alexandria*.—Not reported for suit.

No. 23.—*Union Bank of Tennessee*.—Referred statements of pay-

ment to auditor for settlement, 22d April, 1856. Not reported for suit.

No. 24.—*Planters' Bank of Tennessee, and branches.*—Not reported for suit. Referred statement of payments to auditor for settlement 22d April, 1856.

No. 25.—*Franklin Bank of Cincinnati.*—Not reported for suit. Referred to the First Auditor for settlement (money having been paid) 22d April, 1856.

No. 26.—*Agricultural Bank of Mississippi.*—Case closed.

No. 27.—*Franklin Bank, Boston.*—Brought suit January 22, 1838, and the sum of \$4,368 75 was collected. Judgment was obtained August 2, 1839, for \$14,897 10. Execution issued, and was levied upon real estate, which was set off to the United States, by extent, for \$9,784 15, the title to which is in litigation. Nothing further collected. Bank is insolvent.

No. 28.—*Merchants' Bank, Alexandria.*—Suit ordered in 1820, but never brought, the district attorney reporting the bank as hopelessly insolvent.

No. 29.—*Parkersburg Bank.*—Suit brought in 1820. In 1825 the district attorney reported that the cause awaited the decision of the Supreme Court, the questions being the same as Saline Bank in all respects. That case was decided against the United States, and this debt was consequently lost.

No. 30.—*Urbana Bank.*—Not reported for suit.

No. 31.—*Huntingdon Bank.*—Not reported for suit.

No. 32.—*Lebanon Miami Banking Company.*—Not reported for suit.

No. 33.—*Bedford Bank.*—Case closed.

No. 34.—*Bank of Cincinnati.*—Not reported for suit.

No. 35.—*Commercial Bank of Cincinnati.*—Not reported for suit.

No. 36.—*Bank of Columbia, Georgetown.*—Not reported for suit.

No. 37.—*Commercial Bank of Lake Erie.*—Case closed.

No. 38.—*Farmers and Mechanics' Bank, Cincinnati.*—Utterly insolvent. Nothing done since date of settlement.

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### No. 90.

REPORT OF THE ENGINEER IN CHARGE OF THE OFFICE OF CONSTRUCTION,  
UNDER THE TREASURY DEPARTMENT, SEPTEMBER 30, 1856.

OFFICE OF CONSTRUCTION,  
*Treasury Department, September 30, 1856.*

SIR: I have the honor to report the following details of operations during the past year upon the various public buildings constructed, and in the course of construction, under the direction of the Treasury Department, the general superintendence of which has been committed to my charge.

The number of buildings, and the uses for which they were designed, for which appropriations were made during the last session of Con-



gress, or for which unexpended balances existed from former appropriations, is as follows:

Buildings.	Unexpended balances.	New appro- priations.	Total.
Custom-houses, court-houses, and post offices .....	19	37	56
Marine hospitals .....	13	7	20
Mints and branches.....	2	2	4
Territorial public buildings (capitols and penitentiaries).....	2	1	3
Extension of Treasury.....		1	1
Ventilating basement of Treasury building .....		1	1
Atlantic Dock stores, New York.....		1	1
Fire-proof vaults for public funds.....		67	67
Total .....	36	117	152

The total amount available for the prosecution of these works on the 30th September, 1855, was.....	\$5,053,165 54
Amount appropriated last session.....	4,215,122 71
Available for the year 1855-6.....	9,268,288 25
Amount expended from September 30, 1855, to September 30, 1856 .....	2,140,290 46
Unexpended amount applicable to these works on the 30th September, 1856.....	7,127,997 79
Of this amount there is now in the hands of disbursing agents.....	\$151,411 42
In the treasury.....	6,976,586 37
	7,127,997 79

Contracts have been made during the past year for the following buildings, viz:

#### CUSTOM-HOUSES, ETC.

Ellsworth, Maine.....	\$9,200 00
Burlington, Vermont.....	28,238 40
Bristol, Rhode Island.....	17,522 00
Alexandria, Virginia.....	*19,631 79
Petersburg, Virginia.....	49,300 50
Wheeling, Virginia.....	80,159 97
Cleveland, Ohio.....	83,500 00
Sandusky, Ohio.....	31,996 00
Toledo, Ohio.....	31,996 00
Detroit, Michigan.....	80,100 00
Chicago, Illinois.....	84,450 00
Milwaukie, Wisconsin.....	79,870 00

\* Exclusive of the iron work.

## MARINE HOSPITALS.

Burlington, Vermont.....	\$30,427 64
Cincinnati, Ohio, (in part,).....	49,691 27

Sites for new buildings have been purchased during the year, at the following places, viz :

## CUSTOM-HOUSES, ETC.

Georgetown, D. C.....	\$5,000 00
Alexandria, Virginia.....	11,250 00
Cleveland, Ohio.....	30,000 00
Detroit, Michigan.....	24,000 00

## MARINE HOSPITALS.

Wilmington, North Carolina.....	5,000 00
Mobile, Alabama, (additional lot,).....	6,000 00
Cincinnati, Ohio.....	36,000 00
Galena, Illinois.....	5,052 00

There still remain to be selected sites for public buildings at the following places, viz :

Portsmouth, New Hampshire.  
 Rutland, Vermont.  
 Windsor, Vermont.  
 Ogdensburgh, New York.  
 Plattsburgh, New York.  
 New York.  
 Philadelphia.  
 Baltimore.  
 Key West, Florida.  
 Pensacola, Florida.  
 Nashville, Tennessee.  
 Knoxville, Tennessee.  
 Springfield, Illinois.  
 Galena, Illinois.  
 Dubuque, Iowa.

Sites for a United States court-house, and for a post office, have been selected at Baltimore, Md., but difficulties have arisen in both cases in making a perfect title. So soon as these difficulties are removed, plans will be prepared and proposals invited for the erection of the buildings.

The only buildings not erected by contract are the custom-houses at New Orleans, Charleston, and Pensacola. In consequence of the extravagant price asked for the erection of the latter building it was deemed best to have it constructed by hired labor, except the carpenters and joiners' work. For similar reasons, the iron work of the cus-

tom-house at Alexandria and marine hospital at Cincinnati are being done by the United States, through the superintendents of the respective buildings. The completion of the repairs of the mint at Philadelphia are being done by hired labor and will soon be finished. The building may now be considered strictly fire-proof. The additional security given to the vaults renders them so near burglar-proof as to remove all apprehension of robbery, except by collusion with the guard.

During the year just passed, the works under contract have been generally prosecuted with vigor. In some few cases, where contracts have been taken at too low rates, a disposition to slight the work has been manifested, and in these cases the work has not progressed as rapidly as could have been desired. In the case of the custom-house at New Haven, Conn., owing to the slow progress of the work, it was found necessary to enforce that clause of the contract which authorizes the United States, through their agent, to take the work from the hands of the contractor and execute it at his cost.

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CUSTOM-HOUSES, POST OFFICES, &c.

BATH, MAINE.

At the time of my last annual report this building was raised to the second story floor. It is now under roof, the floor arches laid, rough plastering done, sash glazed, water tanks made and set, furnace received and ready to be put up. The work which remains to be done is the plastering, flooring and tiling of the first and second stories, painting, putting up furnaces, marble mantles, grates, registers, balustrades, chimney caps, stairs, and a portion of the plumbing.

Total amount of appropriation.....	\$67,000 00
Amount expended to September 30, 1856.....	58,490 82
Balance available for the completion of the work.....	<u>8,509 18</u>

The amount due the contractor at the completion of the work will be \$12,120, leaving a deficit of \$3,610 82. To this must be added \$16,000 for grading and enclosing the premises; and a further sum, which will be found under its appropriate head, for additional steps, gas fixtures, &c.

BELFAST, MAINE.

This work, during the latter part of the last year and the beginning of the present, was considerably delayed by the illness of the contractor, who is now confined in an asylum. The work has been taken in hand by his bondsmen, and will be vigorously prosecuted to completion. The iron work, brick work, plastering, windows, and exterior finish are completed; and it is expected the entire building

will be finished and ready for occupation by November next. The grading and draining are nearly done.

Total amount of appropriation.....	\$25,800 00
Amount expended to September 30, 1856.....	23,063 14

Balance available for the completion of the work.....	<u>2,736 86</u>
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## BANGOR, MAINE.

The building designed for a post office, custom-house, and United States court rooms at this place is entirely completed, and has been for some time occupied. It is situated in the Kenduskeag river. Permanent approaches to it were constructed of stone. Congress, at its last session, appropriated the sum of \$5,300, to be used, in connexion with certain amounts to be furnished by the inhabitants of the city, in bridging the river on each side of the custom-house from the middle bridge to the lower. Nothing has yet been done on this work. As soon as notice is given that the funds to be contributed by Bangor are ready, the work will be put under contract.

## ELLSWORTH, MAINE.

No great progress has been made on this work in consequence of the illness of the contractor, he being the same individual who is contractor for the Belfast custom-house. The excavations of the cellar are complete; the stones for the walls are all on hand, and nine hundred and seventy feet are laid. If the contractor continues unfit to prosecute the work, I see no other course but to take it from his hands, under the clause of the contract provided for such cases.

Total amount of appropriation.....	\$17,000 00
Amount expended to September 30, 1856.....	7,708 73

Balance available for the year ending September 30, 1857..	<u>9,291 27</u>
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## PORTLAND, MAINE.

The work on this building has been prosecuted satisfactorily during the past year, and would have been completed by the time stipulated in the contract, October 31, A. D. 1856, but from unavoidable hindrances in receiving some of the building materials. In consequence of this delay, an extension of the time for completion is granted to the 15th day of January, 1857, at which time the building will doubtless be ready for occupancy. The work is substantially and faithfully executed.

Total amount of appropriation.....	\$349,000 00
Amount expended to September 30, 1856.....	275,269 43

Balance available for completing the work.....	<u>73,730 57</u>
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## WALDOBORO' MAINE.

This building was completed on the 27th day of December, 1855, and is now occupied. A contract was made for a wall surrounding the premises, which is also completed, and a substantial iron fence has been built upon the wall. The entire work has been executed in a satisfactory manner.

Total amount of appropriation.....	\$25,000 00
Total amount expended.....	22,867 95

Balance on hand.....	2,132 05
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## PORTSMOUTH, NEW HAMPSHIRE.

Eighty-eight thousand dollars were appropriated for the erection of a suitable building for the accommodation of the United States courts, custom-house, and post office in this city. Proposals for a suitable lot were invited, and no time will be lost in the selection of the most eligible one after the offers are received.

## BURLINGTON, VERMONT.

After the contract was signed for this building, some delay occurred in commencing the work, as it was thought the amount appropriated was sufficient to build it of marble instead of bricks. The time consumed in making the estimates for the proposed change of materials necessarily threw the contractor back in his operations. In consequence of this loss of time the building will not be completed by the time stipulated in the contract, viz: December 1, A. D. 1856. An extension of two months has been granted, and it is expected that the building will be completed and ready for occupancy by the 1st day of February, 1857.

The work is well done, and the building presents a fine appearance. The grading of the lot and the erection of a permanent fence may not be entirely completed before spring.

Total amount of appropriation.....	\$44,000 00
Amount expended to 30th September, 1856.....	21,168 07

Balance available for the completion of the work.....	22,831 93
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## RUTLAND AND WINDSOR, VERMONT.

An appropriation of \$25,000, for each place, was made during the last session of Congress, for the erection of suitable buildings at Rutland and Windsor, Vermont, for the accommodation of the United States courts, and for post offices, &c. Proposals will be invited for suitable sites for these buildings, and plans prepared; but \$25,000, additional, with ten per cent. for contingences, will be required to make them of sufficient size and fire-proof.

## BOSTON, MASSACHUSETTS.

An appropriation of \$15,000 was made by Congress, at its last session, for "filling up the dock between Central and Long wharves, in Boston, the widening of the street on the east front of the custom-house, and the extension and maintenance of the drains." Nothing has yet been done towards carrying this law into effect. As soon as a report is received from the agent of the department the work will be commenced.

## BARNSTABLE, MASSACHUSETTS.

At the time of my last annual report but little progress had been made with the building designed for the accommodation of the post office and custom-house business at this place. During the year just closed the entire building has been completed, and when the paint and varnish shall have hardened sufficiently to render it safe to occupy the rooms, it will be turned over for the uses for which it was designed.

An appropriation of \$9,870 80 was made at the last session of Congress for fencing and grading the grounds around this building. The work was commenced without delay, and will be finished in November or December next.

Total amount of appropriation.....	\$35,370 80
Amount expended to September 30, 1856.....	25,363 40
Balance available for completing the work.....	<u>10,007 40</u>

## GLOUCESTER, MASSACHUSETTS.

The building designed for a custom-house and post office at Gloucester, Massachusetts, has progressed satisfactorily during the year. The building is enclosed, partition walls all up, the ceilings furred, the outside painted, furnace set, and the entire work will probably be finished by the time called for in the contract, viz: the 1st of March, 1857.

Total amount of appropriations.....	\$51,500 00
Amount expended to 30th of September, 1856.....	30,624 83
Balance available for completing the work.....	<u>20,875 17</u>

## BRISTOL, RHODE ISLAND.

An appropriation of \$13,750 was made at the session of Congress before the last for the erection of a custom-house and post office at Bristol, Rhode Island. At its last session, an additional sum of

\* This building has been turned over to the collector of the customs since writing this report, December 1, 1856.

\$8,250 was appropriated for increasing the size of the building. Contracts were closed on the 20th of August, 1856, for the entire work ; operations immediately commenced ; and, from the well known energy of the contractor, will, doubtless, be well advanced before the close of the season.

Total amount of appropriation.....	\$26,400 00
Amount expended to September 30, 1856.....	4,400 00
Balance available for the current year.....	<u>22,000 00</u>

## PROVIDENCE, RHODE ISLAND.

The work on the custom-house and post office at this place has progressed satisfactorily during the year. The exterior walls are completed, most of the beams and girders set, arches of floors all laid, except in half story, and brick partitions nearly completed. The roof-frame and dome are up and about half covered. The windows and shutters of the first story are in, and those of the remaining stories are being put in. Two flights of iron stairs are up. The whole work is in such a state of forwardness that it is expected to have it enclosed before the cold weather, and finish the whole during the winter.

Total amount of appropriation .....	*\$324,000 00
Amount expended to September 30, 1856 .....	217,240 73
Balance available for completing the work.....	<u>106,759 27</u>

## NEW HAVEN, CONNECTICUT.

The contracts for this work were sent to the contractor in October, 1855, and on the 13th of that month the work was commenced. During the remainder of October, November and December, the cellar was excavated, and the walls raised to the level of the bottoms of the windows, when the work was suspended. Operations were resumed by the contractor in April, 1856, and continued until the 1st of June, not, however, in a satisfactory manner, when they were suspended entirely. On the 26th of July notice was served on the contractor that unless the work was resumed the contract would, according to a provision to that effect, be taken from him, and the work executed by the superintendent at his cost. This did not cause a resumption of the work, and it was accordingly taken from him, and arrangements entered into to push the work vigorously during the remainder of the season. Some of the work done by the contractor, which did not come up to the standard called for by the specifications, had to be removed. The work will probably be completed this fall up to the arches of the first floor.

\* \$50,000 of this amount is estimated as the probable proceeds of lot authorized to be sold.



Total amount of appropriation.....	\$122,300 00
Amount expended to September 30, 1856.....	43,867 71
Balance available for the completion of the work.....	<u>78,432 29</u>

## BUFFALO, NEW YORK.

The first appropriation for the erection of a building in Buffalo for the accommodation of the business of the post office, custom-house, and United States court, was \$96,800. The work was commenced, and the walls were completed as high as the sub-base, when an additional appropriation of \$33,000 was made for enlarging the building 25 feet in length. This rendered it necessary to remove the end walls where the extension would be made. The walls of the enlarged building are now raised as high as the belt course of the second or main entrance story. The columns of the basement story have been placed, the floor arches of the main entrance story turned, and a portion of the basement partitions completed. Much delay has been occasioned in the prosecution of this work, by the difficulty of getting perfect stones for the exterior.

In consequence of the extension of the building, and of the delay in procuring suitable stones from the quarries, the building will not, probably, be completed during the current year.

Total amount of appropriation.....	\$169,800 00
Amount expended to September 30, 1856.....	87,971 31
Balance available for the completion of the work.....	<u>81,828 69</u>

## OSWEGO, NEW YORK.

The contract for erecting the custom-house and post office at Oswego was awarded to E. B. Soule, September 1, 1855, and operations were at once commenced, but were not prosecuted with vigor. In consequence of the inefficient measures adopted by the contractor for pushing forward his operations, he was permitted to transfer his contract to O. B. and O. S. Latham, but so late in the year that but little was accomplished that season.

The work was resumed as early in the spring as the weather would permit, and the walls of the basement, and of a portion of the main or entrance story are up. The ashlar of this whole story is cut, together with a considerable amount of the stones above. A large quantity of brick and stone is also on hand. The work is progressing satisfactorily. Congress, at its last session, appropriated \$5,000 for fencing, grading, cisterns, and introducing gas. No portion of this has yet been expended.

Total amount of appropriation.....	\$113,800 00
Amount expended to September 30, 1856.....	43,360 52
Balance available for the completion of the work.....	<u>70,439 68</u>



## OGDENSBURG, NEW YORK.

An appropriation of \$55,000 was made for a custom-house and post office at Ogdensburg, with a proviso that if the expenses of collecting the revenue exceeded the amount collected, no money should be expended under the act.

During the fiscal year ending June 30, 1856, the revenue collected amounted to.....	\$4,109 83
And for the quarter ending September 30, 1856 .....	2,009 28
Making an aggregate of.....	6,119 11
The expenses during the same periods were.....	11,149 66
Excess of expenses over collections.....	5,030 55

It may not be improper to state that before the reciprocity treaty went into operation the revenue collected for the fiscal year ending June 30, 1855, amounted to...	\$37,064 92
The expenses of collection during the same period were	9,436 97
Leaving a surplus of.....	28,212 46

Under these circumstances Congress at its next session may think proper to except this building from the operation of the proviso. I would respectfully suggest that proposals be solicited, and a lot selected, conditioned upon such action on the part of Congress. In this way several months would be saved if Congress should authorize the work to go on.

## NEWARK, NEW JERSEY.

But little progress was made, after my last annual report, during that year upon the building at Newark designed for a custom-house and post office. Operations were resumed in March of this year and have progressed rapidly. The basement, entrance, and third story walls are up, the window frames of the third story are in their places, and a portion of the ashlar of this story is up. There is now every reason to believe that the building will be enclosed this fall, and the post office ready for occupancy by April next. The building presents a beautiful appearance.

Total amount of appropriations.....	\$146,800 00
Amount expended to 30th September, 1856.....	91,201 63
Balance available for the completion of the work.....	55,598 37

## WILMINGTON, DELAWARE.

The building designed for a post office and custom-house at this place is completed. To render it secure against depredations, such as

were recently committed, the lower windows should have iron bars. There should also be inside blinds provided to exclude the sun. An estimate for the amount required will accompany this report.

## BALTIMORE, MARYLAND.

An appropriation of \$300,000 was made by Congress, at its late session, to purchase a site and erect a building in this city for a post office. For reasons already given, the site has not yet been purchased. No delay will occur in commencing the work after the title to the site is perfected.

Under the appropriation of \$200,000 made by Congress for the purpose, a site has been selected in Baltimore for a building intended for the use of the United States courts. The title is not yet certified by the Attorney General. The work will proceed as soon as the title is ascertained to be valid.

## GEORGETOWN, DISTRICT OF COLUMBIA.

The amount of \$50,000 was appropriated by Congress, at its recent session, for the erection of a building for a custom-house and post office in Georgetown. A site has been purchased, plans completed, and contracts will be awarded on the 22d day of November, 1856, for the erection of the building, unless the appropriation should prove too small.

## ALEXANDRIA, VIRGINIA.

A site has been purchased and contracts made (except for the iron work) for the erection of a suitable building for a custom-house and post office at Alexandria. The excavations have been commenced, materials are being collected, and the work will advance rapidly until suspended on account of the cold weather.

Total amount of appropriation.....	\$68,000 00
Amount expended to September 30, 1856.....	13,000 00
Balance available for the completion of the work.....	<u>55,000 00</u>

## NORFOLK, VIRGINIA.

The building at Norfolk designed to be used as a custom-house and post office has progressed very slowly during the year, from various causes, but mainly from the delay in the execution of the stone work. This is now nearly completed, and it is hoped the remaining portions of the building will be rapidly carried forward. The workmanship of the building is substantially done, the material of good quality, and looks well.

Total amount of appropriation.....	\$197,652 53
Amount expended to September 30, 1856.....	119,528 75
Balance available for the completion of the work.....	<u>78,123 78</u>

## PETERSBURG, VIRGINIA.

The contractor commenced operations on the 3d of May, and proceeded satisfactorily with the excavations and cellar walls, which were finished in June. During this month some granite was received and stonecutters were employed, and the cellar piers and partitions finished. Nearly all of the two base courses of ashlar are laid, and the door and window jambs have been cut. Considerable delay has occurred in procuring a sufficient quantity of granite. The material and workmanship of the granite work is good.

Total amount of appropriation.....	\$83,200 00
Amount expended to September 30, 1856.....	24,724 08
Balance available for the completion of the work.....	<u>58,475 92</u>

## RICHMOND, VIRGINIA.

The work on the building at Richmond, Virginia, designed for the accommodation of the business of the custom-house, post office, and United States courts, was commenced on the 30th of September, 1855, and the operations have been pushed vigorously since that time. The extreme severity of the past winter, and the difficulty of procuring a sufficient supply of granite during the cold weather, prevented the contractors from making as great progress as they otherwise would have done. The stone work of the cellar, first and second stories, and part of the third story, with unimportant exceptions, are completed. A large number of stones are cut for the completion of the third story, such as window-jambs, window-trusses, keystones, plinth-course, rusticated and plain ashlar, brackets, panels for roof-cornice, architrave, and dental course. The brick work has been kept up with the ashlar. The beams and girders of the first, second, and third stories are set and levelled, and the lower story arches turned. All the window-frames of the first and second stories are set, and part of those for the third story are on hand. The water and hot-air tubes are built in the walls.

The building will probably be finished by the time specified in the contract, and will be a substantial structure and an ornament to the city. The beauty of the building is, however, somewhat marred by the neglect of the superintendent to require that style of finish in the stone-cutting called for by the contract and by his instructions; and also by the introduction of stones, portions of which were discolored by spots containing an undue amount of mica; thus destroying the uniformity, in this particular, which should have been carefully preserved.

Total amount of appropriations.....	\$250,000 00
Amount expended to September 30, 1856.....	152,070 56
Balance available for completion of the work.....	<u>97,929 44</u>

## WHEELING, VIRGINIA.

The work on the building designed for the uses of the custom-house and post office at Wheeling, Virginia, was commenced on the 21st day of August, and has progressed without interruption until this time. The excavations for the cellar, and foundations of the cellar walls are complete. The cellar walls and area walls are raised to a level one foot above the window-sills. The beams and girders are partly finished and will be sent forward to the building as fast as they are wanted. The columns for the basement are partly cast, and the patterns for the remaining cast iron are in hand.

Total amount of appropriation .....	\$117,300 00
Amount expended to 30th September, 1856.....	32,182 93
Balance available for the completion of the work.....	<u>85,117 07</u>

## CHARLESTON, SOUTH CAROLINA.

The new custom-house in this city has not advanced as rapidly as could have been desired the past year. The superintendent attributes this to the delay in receiving the granite and marble as rapidly as it is required. The contractors for these materials are making every effort to increase their deliveries; but so much of the marble quarried for this building is condemned as below the standard quality required, that it is almost impossible to add much to the monthly delivery. I have several times visited the different quarries from which the marble is procured, and am satisfied that the contractors are doing all they can to supply this material as fast as it is wanted. As the building advances, the marble in the upper part, being farther removed from the eye of the observer, small blemishes such as drys, sand holes, &c., which do not affect the strength or durability of the stone, will not be observed, and a much larger proportion of the material quarried can be used, and it is expected there will hereafter be little or no delay from this cause.

The basement walls are completed to the belt course, inclusive. On the north face, five sills and their trusses, two lintels, four window-jambs, and five bases of columns of the main story are set. The interior columns of the basement are also set. On the south front there are ten sills with their trusses, nine lintels, eighteen window-jambs, twelve bases of columns set, and four columns raised to the height of the tops of the windows.

On the west front, four sills, four lintels, two window jambs, and four bases of columns are set. On the east front, eight sills, with their trusses, four lintels, eight window-jambs, and nine bases of columns are set. The steps on this front are completed, and four moulded and paneled pedestals are finished and set.

The workmanship on the granite and marble is executed in a very superior manner, and the building will present, when completed, a very imposing appearance.

The superintendent contemplates finishing, during the year ending September 30, 1857, the exterior walls to the bottom of the exterior cornice, the portico, and the groining of the brick arches for the principal story floor. The interior brick work will be built, the marble door and window trimmings set, and the floor of the third story laid.

Total amount of appropriation..... \$1,303,000 00

Amount expended to September 30, 1856 ..... 799,001 50

Balance now available for the current year ..... 503,998 50

Amount required for the year ending June 30, 1858, \$400,000.

#### MOBILE, ALABAMA.

During the last year the superintendent reports the following work as completed: The basement story walls from the top of the window caps, the whole of the second story walls, and two courses of ashlar of the third story. The wrought-iron beams and girders of the main story are laid and the arches turned. The columns and antæ of the main story, the wrought-iron girders, and most of the beams of the third story floors, are in place, and will be ready to receive their arches by the middle of October. The post office walls of the basement story have been built, and the iron sliding shutters of the delivery windows hung.

The partition walls of the second story are nearly complete. The supply of cut granite during the year has been prompt and in sufficient quantities. Some delay has occurred in the receipt of cast-iron columns and antæ. The contractors promise to complete the masonry of the building by the first of February next.

Total amount of appropriation..... \$360,000 00

Expended to September 30, 1856..... 206,344 00

Balance available for the completion of the work..... 153,656 00

#### PENSACOLA, FLORIDA.

Proposals were solicited for erecting the building in Pensacola designed for a custom-house, post office, and United States courts, previous to the last session of Congress, and bids were received, none of which came within the appropriation. An additional sum was asked and granted by Congress. Orders have since gone forward for the collection of materials, and a commencement of the work will shortly take place. The bids received were generally extravagantly high, and only a portion of the work (the carpenters and joiners') will be done by contract.

Total amount of appropriation ..... \$38,500 00

Amount expended to September 30, 1856 ..... 297 63

Balance available for the completion of the work ..... 38,202 37

## KEY WEST, FLORIDA.

The sum of eight thousand dollars was appropriated by Congress for the erection of a building at Key West for the accommodation of the district court of the United States for the southern district of Florida. This sum is found to be entirely inadequate for the purpose, and, in compliance with the requirements of the law, the subject is referred back to Congress. An estimate will be submitted of the amount necessary for erecting a suitable building for the purpose designed, to which must be added whatever amount may be necessary for the purchase of a site.

## NEW ORLEANS, LOUISIANA.

In my last annual report I referred to the delay in the progress of the work upon the custom-house at New Orleans, growing out of the inadequate supply of marble. The difficulties with the contractors for this material were adjusted in December last, and the supply has since been kept up with the necessities of the work. Some delay has been caused by the non-arrival of iron beams, while the manufacturing of them was temporarily hindered, and the granite work has only been conducted in reference to the interior work. The brick work, in anticipation of floors, is all prepared with the necessary flues, iron ties, &c.

An important era in the history of this lingering work has marked the operations of the past year, in the throwing open to the immediate use of all the officers of the revenue handsome and well finished apartments, covering an area of 39,752 superficial feet of offices and storage. Many of these rooms have been occupied for several months by the appraiser's department, and the whole were turned over to the revenue service on the 5th of August. The steamboat inspectors will be accommodated with rooms in the building by the 25th of the coming month. The actual business of the port is now conducted within the building, to greater advantage than heretofore, and at a much earlier date than had been anticipated.

The subsidence of the walls, referred to in my last report, has continued through the year, but in a diminishing ratio with the present weight of walls which have been but little added to during the past year.

The total maximum settlement since December 6, 1851, is	16.99 inches
The minimum.....	9.88
The mean.....	13.44

The maximum difference in the last year, is.....	3.36
The minimum .....	0.85
The mean.....	2.10

The greatest settlement in the ten months previous to the last report was four and three-fifths inches, showing a diminishing ratio, which may be indicative of a final resting-place hereafter for the foundations.



Total amount of appropriations.....	\$2,375,258 00
Amount expended to September 30, 1856.....	1,855,795 22

Balance now available .....	519,462 78
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Amount required for the year ending June 30, 1858, \$300,000.

#### GALVESTON, TEXAS.

Plans for the building to be erected at Galveston, Texas, for a custom-house and post office, were prepared as early as the duties of this office would permit, and proposals were invited for doing the work. Upon opening the bids submitted, it was discovered that the lowest responsible one was informal; and as this was about *nine thousand dollars* less in amount than the next lowest bid, it was deemed proper, under the authority reserved in the advertisement, to reject the whole, and again advertise for proposals. This has been done, and the time required by law for the advertisement to be open will expire on the 30th of October. It is presumed that this second bidding will result in getting satisfactory proposals, and, if so, the contract will be at once awarded and the work commenced.

Total amount of appropriation.....	\$116,300 00
Amount expended to September 30, 1856.....	11,982 06

Balance available for the completion of the work.....	104,317 94
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#### ST. LOUIS, MISSOURI.

The exterior walls of the building intended for a custom-house at St. Louis are completed to the tops of the belting course of the main story over the basement story. On the west front most of the columns are raised some four or five feet above the tops of the windows of the second story, and all the bases are placed, as well as the sills and jambs of the windows. On the north front the bases of all the columns are laid, and two of the columns raised four or five feet above the window tops of the second story. The sills and jambs of three windows are set. On the east front the bases of all the columns are set, and one of the columns raised five or six feet above the window tops. All the window sills and jambs on this front are set. On the south front, all the bases of columns are set, and one column raised about five feet above the window tops. The sills and window jambs of this story are all set.

All the brick work of the exterior walls of the basement is finished, and a portion of the partitions. The segmental arches for the floor of the main story are turned, and the vault is completed. All the columns, girders, and beams supporting the second story, are up.

The following stone work is cut and ready to put up, viz: 12 column capitals, 7 column shafts, 11 column bases, 221 modillions, 7 antæ bases, 210 feet of balustrade, and 30 pediment window caps.

Total amount of appropriation.....	\$353,300 00
Amount expended to September 30, 1856.....	248,982 06
Balance available for the completion of the work.....	<u>104,317 94</u>

## LOUISVILLE, KENTUCKY.

The rubble stone work of the Louisville custom-house is nearly completed, and at the proper time can be finished in a few days. The cut stone work is finished except a few brackets and some of the cornice which will be soon completed. The iron work has kept even pace with the other work. The carpenters' work has advanced as rapidly as possible without interfering with other parts of the work. The failure of the first contractor for this part of the work caused some delay.

The brick work has been kept well up with the stone work, and will probably be completed this fall. The frame of the roof is nearly ready for the tinner, and the tin will probably be gotten on this season. The painting, glazing, plumbing and plastering are not yet commenced, but will be prosecuted with vigor so soon as the brick and stone masons, the carpenters and iron workers are out of the way. The superintendent reports that the unexpended balance of appropriation will not complete the building, and that an additional sum of \$40,000 will be required.

Total amount of appropriation.....	\$218,745 00
Amount expended to the 30th September, 1856.....	169,467 77
Balance available for the completion of the work.....	<u>49,277 23</u>

## NASHVILLE, TENNESSEE.

Proposals have been invited, offers received, and a site selected for the building designed for the accommodation of the custom-house, post office, United States courts, and steamboat inspectors at Nashville, Tennessee. So soon as the legislature shall cede jurisdiction and exempt the lot from taxation, the purchase will be completed and the building be erected. Pending the action of the legislature, plans will be prepared, and contracts awarded contingent upon the favorable action of the legislature.

## KNOXVILLE, TENNESSEE.

Proposals were invited at the same time and in the same manner as at Nashville, for a site for the accommodation of a custom-house, post office, and United States courts, at Knoxville, but the commissioners have not yet reported. As soon as their report is received, the same steps will be taken in this as in the case of Nashville.



## CLEVELAND, OHIO.

Since my last annual report, a suitable site has been selected for the custom-house, post office, and United States court-rooms, at Cleveland, and contracts for the erection of the entire building have been given out. The work was commenced late in August. The cellar has been excavated, the foundations commenced, and will be pushed vigorously until the cold weather puts a stop to this part of the work. A large supply of stone for the building is being delivered this fall, and will be cut during the winter. The contractor will thus be prepared to run the building up rapidly in the spring.

Total amount of appropriation.....	\$159,800 00
Amount expended to September 30, 1856.....	34,820 57
Balance available for the completion of the work.....	<u>124,979 43</u>

## CINCINNATI, OHIO.

The building designed for a post office, custom-house, and United States courts, at Cincinnati, has advanced as rapidly as possible, and is now completed except the final finish of the interior. With the exception of some alterations for the convenience of the post office, the work was done within the time specified in the contract. The collector now occupies the rooms assigned as his offices, and the vault is finished. The rooms designed for the United States court and its officers will be ready by the 21st of October.

An additional appropriation of \$35,000 was made by Congress at its last session, for erecting a general delivery of the post office. If this appropriation had been available at an earlier period, this addition would have been completed at the same time as the main building. As it is, no serious delay will occur in finishing it.

The amount appropriated is ample for the completion of the whole work. The workmanship is excellent, and the material of this building is beautiful but I fear that it is not of the most durable character. Altogether the appearance of the building is very striking.

Total amount of appropriation.....	\$312,000 00
Amount expended to September 30, 1856.....	250,529 38
Balance available for the completion of the work.....	<u>61,470 62</u>

## SANDUSKY, OHIO.

The walls of the building intended for the accommodation of the custom-house and post office at Sandusky are raised to the middle of the second story, and the stones for the remainder of this story are cut. The stones for the cornice are quarried, and if the work is not delayed

for the beams and girders, it is hoped that the contractor will get the roof on this fall. But for the addition of a third story the building would undoubtedly have been enclosed this season. The workmanship and materials are good.

Total amount of appropriation.....	\$76,450 00
Amount expended to September 30, 1856.....	27,943 82
Balance available for the completion of the work.....	<u>48,506 18</u>

## TOLEDO, OHIO.

The walls of the building designed for a custom-house and post office in this city are raised as high as the top of the first story, and are advancing in a satisfactory manner. The beams and girders of the second story floor are laid and most of the floor arches turned. It is expected that the second story will be completed, and the arches of the third story floor finished and secured against the frost, before the season closes.

Total amount of appropriation.....	\$77,450 00
Amount expended to September 30, 1856.....	27,631 74
Balance available for the completion of the work.....	<u>49,818 26</u>

## DETROIT, MICHIGAN.

Contracts have been made for the erection of the entire building for the accommodation of the United States court, post office and custom-house in this city. The contractor will probably get the cellar excavated, and a portion, if not all, of the cellar walls erected this season. He will also collect stone for the ashlar, and cut it during the winter, and collect such other materials for the building as can be procured this season, so that operations may commence vigorously with the opening of the spring.

Total amount of appropriation.....	\$153,800 00
Amount expended to September 30, 1856.....	33,487 84
Balance available for the completion of the work.....	<u>120,312 16</u>

## CHICAGO, ILLINOIS.

Contracts for the erection of a building in Chicago for the accommodation of the United States courts, post office and custom-house, were given out last year, but the commencement was deferred to await the action of Congress on the subject of a necessary enlargement of the space required for the post office. The foundations have now been commenced, and are being pushed forward with energy. The beams and girders have arrived, and preparations have been made for the

cutting of the ashlar of the building during the winter. Materials will be collected this fall for beginning the superstructure as soon as the weather will permit in the spring.

Since my last annual report a donation has been made of 15 feet additional space on Munroe street, running back the same distance as the lot purchased, making the dimensions of the site 135 by 140 feet, which is ample, and in all respects eligible for the enlarged building.

Total amount of appropriation.....	\$194,400 00
Amount expended to September 30, 1856.....	39,636 05

Balance available for completing the work.....	154,763 95
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#### GALENA, ILLINOIS.

Proposals have been received for several lots in Galena, as a site for the building intended for a custom-house and post office. No selection, however, has yet been made. When this point is settled, the purchase will be made, conditioned upon the action of the legislature in ceding jurisdiction and exempting the property from taxation. Proposals will also be invited, and contracts awarded, under like conditions, for erecting the building.

Total amount of appropriation.....	\$55,000 00
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#### INDIANAPOLIS, INDIANA.

An appropriation was made by Congress for erecting a building at Indianapolis for the accommodation of the post office and United States courts, and a site was selected and purchased, conditioned upon the legislature of the State ceding jurisdiction and exempting the lot from taxation. The sessions of the legislature in this State are biennial, and the first one convening since the appropriation will not be until next January. Measures have been taken to bring the subject before them early during the session. No time will be lost in taking the necessary steps for the prosecution of the work, after the favorable action of the legislature. The amount stipulated to be paid for the site is \$17,000, leaving available for erecting the building \$33,000, which is manifestly too small. There will be required, in addition to the sum in hand, a further appropriation of \$45,000, and ten per cent. for contingencies.

Total amount of appropriation.....	\$50,000 00
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#### DUBUQUE, IOWA.

Proposals for a suitable lot for the site of a post office and custom-house at Dubuque have been invited, but the offers are not yet received. So soon as a site is selected, plans of the building will be prepared, proposals received, and contracts awarded, conditioned upon the required legislative action, that no time may be lost in commencing the work as soon after the legislature convenes as is practicable.

Total amount of appropriation.....	\$88,000 00
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## MILWAUKIE, WISCONSIN.

The contractor broke ground for the building designed as a custom-house, post office, and United States court room at Milwaukie during the month of August. The west and north walls of the basement were completed, and the east and south walls were raised to the springing line of the window arches and completed in September. The columns, girders and beams to sustain the floor of the entrance story were placed, the sub-base course set, and backed up with bricks. The work will be prosecuted with vigor until the season closes. During the winter a large amount of stone will be cut, and operations resumed as early in the spring as the weather will permit.

Total amount of appropriations.....	\$142,000 00
Amount expended to September 30, 1856.....	57,183 52
Balance available for the completion of the work.....	<u>84,816 48</u>

## ASTORIA, OREGON TERRITORY.

Nothing has been done toward the erection of a building at Astoria for a custom-house and post office beyond the selection of a site.

## SAN FRANCISCO, CALIFORNIA.

Since my last annual report the custom-house at San Francisco has been completed.

*Annual repairs of custom-houses.*

An appropriation of \$30,000 was made by Congress, at its last session, for annual repairs of custom-houses. This fund will be applied, from time to time, as it may be needed, to effect such repairs and alterations as are too inconsiderable in extent to warrant a special appropriation, and such as could not be anticipated in time to provide means in any other way. A like sum will be required for the next year.

## MARINE HOSPITALS.

## PORTLAND, MAINE.

At the date of this report, September 30, 1856, the marine hospital at Portland, Maine, was reported as almost completed. Since then, notice has been given of its completion, accompanied by a detailed estimate of the amount required to grade and fence the lot, to provide certain necessary fixtures for kitchen, well, stable, and pest-house, amounting in all to the sum of \$15,000.

This building is well constructed, and occupying, as it does, a commanding site, presents a fine appearance.

Total amount of appropriation.....	\$80,000 00
Amount expended to September 30, 1856.....	60,629 08
Balance available for completing the work.....	<u>19,370 92</u>

## BURLINGTON, VERMONT.

The work on the building designed for a marine hospital at Burlington, Vt., was commenced on the 28th of July last. The excavation of the main drain, 320 feet in length, much of it in rock, and of the cellar, was mostly completed in August. The foundations of the cellar walls were commenced on the 9th of September, and twenty cubic yards of concrete, with ninety-five cubic yards of stone masonry, were laid during the month. It is expected to get the area wall and the cellar wall finished during the month of October. A large amount of stone, bricks, and other material are on hand, and the work is generally progressing in a satisfactory manner.

Total amount of appropriation.....	\$40,200 00
Amount expended to September 30, 1856.....	4,047 52
Balance available for the completion of the work.....	<u>36,152 48</u>

## CHELSEA, MASSACHUSETTS.

At the date of my last annual report, operations had just been commenced on the building designed for a marine hospital at Chelsea, Mass. During the remainder of that season, while the weather permitted, the excavations for the cellar and foundation trenches were completed, most of the cellar walls built, and some material delivered. The delivery of materials continued through the winter, and such carpentry was done as could be in advance of the masonry. In the spring operations were resumed, and have continued uninterruptedly, generally, and in a satisfactory manner. The walls of the building are now up to the required height, the arches nearly all turned, the verandahs being put up, the building covering and inside work progressing. The contractors expect to complete the building within the time specified in their contract, viz: 3d of March, 1857.

The grounds around the hospital are mostly graded, and the material removed used to fill up a large wharf in front of the old marine hospital. The wall enclosing this wharf is nearly completed, and would furnish a good location for a large bonded warehouse. The site for this work, ceded by the Navy Department, was ten acres, but I respectfully suggest that twenty acres is not too much for hospital uses.

Total amount appropriated.....	\$150,000 00
Amount expended to September 30, 1856.....	109,241 69
Balance available for the completion of the work.....	<u>40,758 31</u>

## WILMINGTON, NORTH CAROLINA.

A site for a marine hospital at Wilmington has been selected, subject to the condition that the legislature cede jurisdiction and exempt the lot from taxation. When these conditions are complied with the purchase will be consummated, and, in the mean time, plans will be prepared and conditional contracts made for the erection of the building.

Total amount of appropriation.....	\$44,000 00
Amount expended to September 30, 1856.....	46 71

Balance available.....	43,953 29
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## MOBILE, ALABAMA.

An additional quantity of land adjoining the Mobile marine hospital has been purchased, Congress having appropriated \$6,000 for that purpose. An estimate of the amount required to enclose, grade, and drain this purchase will accompany this report.

## ST. MARK'S, FLORIDA.

The amount appropriated by Congress at its last session, in addition to the former appropriation, is sufficient to build the marine hospital at this place. The site has been selected, and plans of the enlarged building will be prepared, and the work contracted for without delay.

Total amount of appropriations.....	\$22,000 00
Amount expended to September 30, 1856 .....	141 64

Balance available.....	21,858 36
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## PENSACOLA, FLORIDA.

No site has yet been procured for the marine hospital at Pensacola, property holders of such sites as are deemed eligible holding the land at exorbitant prices. I see no means of carrying out the intention of Congress in this case, unless it be thought proper to select a portion of land at the Barrancas, now in the occupancy of the Navy and War Departments, to be used for a hospital and barracks. The tract is sufficiently large, and is elegibly situated for this purpose, and would have the advantage of the constant presence of naval and army surgeons, and competent nurses, who could attend both establishments at a very small increased expense to the government. Its only inconvenience is its distance from the city, being between eight and nine miles from the wharf. Vessels entering or leaving the harbor pass directly in front of the proposed site.

Total amount of appropriation .....	\$25,000 00
Amount expended to September 30, 1856 .....	181 76

Balance available.....	24,818 24
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## NEW ORLEANS, LOUISIANA.

After the purchase of a site for the New Orleans marine hospital, plans were prepared and proposals invited for a building, either of bricks or iron. Bids were duly received and it proved that there was no formal bid offered that came within the amount appropriated. The matter was, in compliance with the law, reported back to Congress, with an estimate of the amount required. An additional appropriation was made of \$151,659 20, which will be ample to complete the building.

Proposals were again invited for bids for the entire building, to be either of bricks or iron. They will be opened on the 26th day of November next, and the work commenced as soon as practicable. Contracts have, in the mean time, been made for the foundation which, is progressing rapidly.

Total amount of appropriation.....	\$436,459 20
Amount expended to September 30, 1856.....	34,190 93
Balance available.....	<u>402,268 27</u>

## GALENA, ILLINOIS.

A site has been selected for the marine hospital at this place, and as soon as the title is perfected, and jurisdiction, with exemption from taxation, ceded by the State, the work will be put under contract.

Total amount of appropriation.....	\$40,000 00
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## BURLINGTON, IOWA.

A site has been purchased for a marine hospital at Burlington, Iowa, but the contracts for erecting the building are not yet awarded.

Total amount of appropriation.....	\$25,000 00
Amount expended to September 30, 1856.....	8,709 20

Balance available for the completion of the work.....	<u>16,290 80</u>
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## CINCINNATI, OHIO.

A lot has been selected and purchased as a site for the marine hospital at Cincinnati, Ohio, and contracts awarded for all the construction, except a portion of the iron work and some minor matters. The contractors have just commenced work and will probably have the foundations well advanced this fall.

Total amount of appropriation.....	\$136,000 00
Amount expended to September 30, 1856.....	43,785 99

Balance available for the completion of the work.....	<u>92,214 01</u>
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## EVANSVILLE, INDIANA.

Owing to the death of the contractor, and to low water in the Ohio river, by which the stones for this building are received, the work has suffered considerable delay. No report having been received from the superintendent for the past month, the exact condition of the building is not known, but it is believed to be nearly or quite finished.\*

The building is not enclosed, and still lacks several necessary appendages, not called for in the contract, such as cisterns, stable, and carriage-house. An estimate of the amount required to fence and grade the lot, and for all necessary fixtures, accompanies this report.

Total amount of appropriation.....	\$47,000 00
Amount expended to September 30, 1856.....	33,482 13
Balance available to complete the work.....	13,517 87

## DETROIT, MICHIGAN.

At the date of my last annual report but little had been done on the marine hospital at Detroit. At the close of that season the basement walls were raised, and the top of the water-table, caps of basement windows and window frames, small area windows and coping, all set. A portion of the drain was finished and filled over. During this season the building has been raised to the floor of the third story, and the beams of all the stories are set.

At the time of my last visit to this building in June, I found the materials and workmanship very inferior; so much so, indeed, that I felt it my duty to condemn some of it, and to recommend that commissioners should be appointed to examine it, and to state whether, in their judgment, it should be condemned and taken down. Before the commission assembled, the contractors had raised the walls to a considerable height above the point at which they stood when I inspected the work. The work done subsequently to my inspection was doubtless a great improvement upon what had been previously done, and, unfortunately, the commissioners did not tear down to the work in question; and while they agreed upon the imperfections of the construction, they did not deem it necessary to advise that the whole should be taken down. I have no fears that the building will fall down, but it is not built in conformity with the specifications.

The delay caused by the suspension of the work during the assembling and examination of the commissioners will prevent the contractor from completing his contract by the 31st of December next. The utmost that will probably be done this fall is to get the building under cover, and the arches turned and concreted. It will then be ready by the spring for plastering.

\* Since writing this report the superintendent's return has been received, notifying the department of the completion of the building.



Total amount of appropriations.....	\$105,500 00
Amount expended to September 30, 1856.....	45,937 64
Balance available for the completion of the work.....	<u>59,562 36</u>

## ST. LOUIS, MISSOURI.

The St. Louis marine hospital is completed. An appropriation for grading and fencing the lot was made at the last session of Congress, and preparations have been made for its application to these objects.

The marine hospitals at *Natchez, Mississippi; Vicksburg, Mississippi; Napoleon, Arkansas; Louisville, Kentucky; Paducah, Kentucky; Cleveland, Ohio; Chicago, Illinois; and San Francisco, California*, are completed. Some little work yet remains to be done in fixtures, grading, and fencing, at *Natchez, Paducah, and Vicksburg*, which will be finished this season.

## MISCELLANEOUS WORKS.

## UNITED STATES MINT AT PHILADELPHIA.

The appropriation for giving additional security to the United States Mint, and for rendering it fire-proof, was ample for accomplishing that object; but in taking out the floors to insert iron and bricks instead of wood, the machinery had to be removed, and much of it proved to be so far worn out that it was thought expedient to replace it at once. An appropriation was made of \$21,000 for that purpose, and the repairs have been resumed and are nearly completed.

## BRANCH MINT, NEW ORLEANS.

The repairs and alterations at the New Orleans branch mint have been prosecuted with vigor, and with no other interruption than some delay in procuring the iron beams for making the floor fire-proof. One shipment had been received at the date of the last report, and bills of lading of two others; and it is hoped that no further delay will arise on this account, and that the whole work will be completed by spring.

## BRANCH MINT, CHARLOTTE, NORTH CAROLINA.

Since my last report, some repairs have been required at the Charlotte, North Carolina, branch mint, the most important of which was the substitution of an iron roof for a shingle one; this has been completed, and the small balance unexpended will be applied to some minor matters, such as painting, &c. It is probable a new and more substantial fence will have to be erected to enclose the ground of the mint, the old one having been built over twenty years, and much decayed, so that it does not protect them from encroachments. The superintendent will be instructed to invite estimates for this, and submit them to the department for approval.

## NEW YORK ASSAY OFFICE.

Nothing of importance has been done to this building during the year just ended. An expenditure of between eleven and twelve hundred dollars was rendered necessary by the erection of a new bank by the side of the assay office, the builders of which sunk its walls a story below that of the assay building.

## BOARDING STATION, PASS À L'OUTRE.

An appropriation of \$12,000 was made for the erection of a boarding station at Pass à l'Outre, Louisiana. Plans have been prepared, and proposals for erecting the building invited. So soon as the contract is closed the work will proceed, and it is hoped the building will be completed next summer.

## APPRAISER'S STORES, SAN FRANCISCO.

The building intended for an appraiser's stores at San Francisco, California, is completed, and turned over to its proper occupants.

## PUBLIC BUILDINGS, SANTA FE, NEW MEXICO.

The public buildings at New Mexico have progressed satisfactorily, but as no special report of its condition has as yet been received, its exact state of advancement cannot be given. The superintendent estimates that the sum of \$45,000 will be required to complete the State house.

Total amount of appropriation..... \$70,000 00

## VAULTS FOR PUBLIC FUNDS.

An appropriation of \$66,000 was made by Congress at its last session for increasing the security of the vaults for public deposits. These will be commenced without delay.

## TREASURY EXTENSION.

At the date of my last annual report the excavations for the cellar and foundation of the building were nearly completed. The season was so far advanced that great difficulties were encountered in procuring a sufficient supply of granite and other materials coming from abroad. These difficulties were enhanced by the early closing of the river from which the granite was derived, and of the Potomac, through which most of the materials were received. All the necessary machinery had to be prepared, which also caused delay. During the year ending September 30, 1856, the cellar and area walls were completed, the arches turned for the floor of the basement, and the ashlar of the basement completed to the belt course, inclusive, except a small space left out for introducing some heavy columns. The brick backing to the basement walls is completed to the height for receiving the iron beams,

and the brick partitions are raised to the same level. A large supply of cut granite for the work on the upper stories is on hand, and sufficient brick, cement, and sand, for the remainder of the season, and for two or three months of the spring.

A commencement will be made this season on the garden front of the new building, and if the weather is favorable a large portion of the excavations will be completed, while a portion of the concrete and stone work of the area walls will be laid.

The designs for this building, as authorized by Congress, were contained upon two sheets of drawings, consisting of a general plan of the entrance story, and three elevations upon one sheet, with a perspective view from the southwest upon the other. They contained few or no details and but few admeasurements, while the elevations and perspective view were at variance with each other in several particulars, so that in the execution of the work very much was left to the judgment of the superintendent, who, throughout, having only in view the perfection of the building when complete, endeavored to confine himself as far as possible to what he supposed was the intention of Congress in all essential particulars, and in no case has he made any change not fully warranted by the exigency of the case.

The design seemed to have in view the same columnar ornamentation upon the outside that existed in the old building, except upon the court-yard side, which by the plan showed a different order of arrangement. This seemed to fully warrant any deviation from the details of the building that utility, good taste, or necessity required. At the last session of Congress my action was called in question by one of its committees, and not wishing to do anything to conflict with the wishes of Congress, I would respectfully ask to have designated how far the superintendent is warranted in deviating from any of the details of the old building.

On the court-yard side it is very desirable that the upper windows should be much higher than in the old part, which can be done by dispensing with the architrave and part of the frieze of the entablature on three sides, and carry the windows up into the ashlar that will take their place. To this there can be no objection, inasmuch as the antæ ordonnance is done away with in the court-yard walls.

Total amount of appropriations.....	\$700,000 00
Amount expended to September 30, 1856.....	173,928 98
Balance available.....	<u>526,071 02</u>

#### NEW APPROPRIATIONS.

The following additional appropriations will be required for the operations of the current year:

For enclosing, grading and draining the lot of land recently purchased to enlarge the site of the marine hospital at Mobile, Alabama.....	\$5,400 00
For iron shutters and bars for the windows of the custom-house at Wilmington, Delaware.....	1,000 00

For fencing and grading the site of the marine hospital at Vicksburg, Mississippi, and for supplying the range, hot-water apparatus, &c.....	\$6,500 00
For fencing and grading the ground of the marine hospital at Portland, Maine, and for introducing water, erecting stables, removing and repairing old buildings for pest-house, putting in kitchen range, &c.....	15,000 00
For amount due the contractors on the construction of the marine hospital at Vicksburg, Mississippi.....	762 58
For the amount required in addition to the appropriation already made to erect a suitable building for the United States courts at Key West, Florida.....	30,000 00
10 per cent. on same for contingencies .....	3,000 00
Sum necessary to purchase a site.....	
For amount necessary to complete the custom-house at Bath, Maine.....	5,500 00
For amount necessary to complete the custom-house at Louisville, Kentucky.....	40,000 00
For fencing and grading the site of the custom-house at Bath, Maine.....	16,000 00
For completing the State-house at Santa Fé, New Mexico	45,000 00
For fencing and grading the site of the marine hospital at Evansville, Indiana, and for erecting stable, supplying water, and other fixtures for the same.....	5,500 00
For constructing the court-house and post office at Indianapolis, Indiana, in addition to the sum already appropriated.....	45,000 00
For contingencies on the same 10 per cent.	
For continuation of the custom-house at New Orleans, Louisiana.....	300,000 00
For continuation of the custom-house at Charleston, South Carolina .....	400,000 00
For continuation of the Treasury extension.....	500,000 00
For annual repairs of marine hospitals .....	25,000 00
For annual repairs of custom-houses.....	30,000 00

A comparison of my annual reports for the years ending September 30, 1854, '55, and '56, shows the following increase of business in this office:

The number of public buildings under its charge—

On the 30th September, 1854, was 41.

On the 30th September, 1855, was 68—an increase of 27, or 66 per cent.

On the 30th September, 1856, was 90—an increase of 49, or 120 per cent.

This aggregate of 1856 is exclusive of 66 vaults as depositories for public funds. Including these, the number of separate works is 156, an increase of 380 per cent.

The amount of available funds on hand—

On the 30th of September, 1854, was... \$3,135,744 65

Do.....do.....1855...do.... 5,053,165 54

Do.....do.....1856...do.... 7,127,997 77

Increase of 1855 over 1854..... 1,917,420 89 or 62 per cent.

Do.....1856..do..1854..... 3,992,253 12 or 127 per cent.

The number of pages of letters sent from this office during the two months while the annual report was in preparation, in the year 1854, was..... 380  
 During the same period this year..... 641  
 Showing an increase of about seventy per cent.

This large increase in the business of this office requires additional force for the prompt and efficient discharge of the duties assigned to it. The present organization consists of—

One engineer in charge and one clerk.

One supervising architect and six draughtsmen.

One computer, who is also a draughtsman.

Six draughtsmen are now employed as above stated; the number, however, varies from time to time as their services may be required.

To insure fidelity in the workmanship and choice of materials for buildings under construction, frequent inspections should be made, especially during the earlier stages of the work. At the period of commencement the standard of materials and workmanship is fixed, and, if not properly started, it is difficult, and in some particulars impossible, to alter it. If the marine hospital at Detroit had been visited at the start, the bad workmanship and materials already referred to in my report would have been avoided. The same thing may be said of the custom-house at Richmond, Virginia, where errors committed at the commencement of the work were corrected by the contractor after the first inspection of the building, but at considerable expense. Frequent inspections of the building I deem essential to secure the faithful execution of the contracts, and that no building should be permitted to advance far without a thorough inspection, to secure a standard by which the local superintendent should be governed in the remainder of the work. The duties of the engineer in charge require so large a portion of his time in the office, that it has been found impossible to visit all the works under his charge as often as once a year; while several works are in course of construction, and some finished, which have not been visited by him at all. A competent assistant would remove this difficulty, and would secure better workmanship and materials, and a more prompt performance of all the duties of the office. It would also be a measure of economy.

The clerical duties of this office cannot be properly performed by one clerk. They are now necessarily divided amongst the clerks of other offices, who are unacquainted with the details of the business passing through their hands, and consequently perform it neither as rapidly nor as well as it should be done. The "record book of contracts" is more than a year behindhand, and the "synopsis book," containing a brief history of each public work in the course of construction, is equally behindhand. All public letters and documents coming to this office are registered in another office and charged to this. It frequently happens that they are miscarried, and in some instances are lost. There should be a record book kept here of all public letters and documents, to be entered as soon as received, and one in which all papers withdrawn should be charged to the person or office withdrawing them. The duties of this office cannot be properly performed without two additional clerks.

The plans and specifications of every building authorized to be erected by act of Congress are prepared by the supervising architect. The labor of preparing these is very great, and, when taken in connexion with the current business of the office for buildings in the course of construction, cannot be performed by one person. Much delay and inconvenience have arisen from this cause. An assistant, capable of attending to the minor details of the current business, would enable the supervising architect to devote his whole time to the plans and specifications of new buildings. The additional expense to the office for the compensation of an assistant architect would be more than saved in the greater despatch of business. The number of draughtsmen must depend on the amount of work to be done.

For the reasons above given, I would respectfully recommend that the organization of the employés for the office of construction of public buildings under the Treasury Department be as follows, viz: one engineer in charge; one assistant in charge; three clerks; one computer; and in the architect's office, one supervising architect; one assistant architect; and as many draughtsmen as may, from time to time, be required.

The additional force proposed above will be sufficient to keep up the current business of each day. With the present organization, during the absence of the engineer in charge on tours of inspection or other duty, only the routine business of the office is transacted. All matter requiring his action is necessarily postponed until his return, thereby delaying the transmission of information called for by the superintendents and contractors of the different works, and interrupting portions of the work which cannot go on without the information sought. The same thing may be said of delays in transmitting drawings from the architect's office, which, from press of business, frequently occurs to the prejudice of the interests of the work. The department is sufficiently acquainted with the details of the duties of these two offices to see, I trust, the necessity of the proposed increase of force.

All of which is respectfully submitted.

I have the honor to be, very respectfully, your obedient servant,

A. H. BOWMAN,

*Engineer in charge, Treasury Department.*

Hon. JAMES GUTHRIE,

*Secretary of the Treasury.*

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*List of custom-houses purchased, built, and now in the course of construction.*

CUSTOM-HOUSES PURCHASED—10.

Portland,* Maine.....	\$149,000
Kennebunk, " .....	1,575
Castine, " .....	1,950

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\* Burned January 8, 1854; being rebuilt.



Wiscasset, Maine.....	\$2,200
Portsmouth, New Hampshire .....	8,000
Philadelphia, Pennsylvania.....	264,387
Erie, ".....	29,000
Alexandria, Virginia.....	7,419
Charleston, South Carolina.....	60,000
Monterey, California, acquired by conquest.	

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523,531

## CUSTOM-HOUSES BUILT—20.

Bangor, Maine.....	\$100,000 00
Eastport, ".....	35,289 00
Waldoboro' ".....	22,867 95
Barnstable, Massachusetts.....	35,370 80
Boston, ".....	1,076,658 00
New Bedford, ".....	31,740 00
Newburyport, ".....	23,188 00
Providence, Rhode Island.....	13,395 00
Newport, ".....	10,000 00
New Haven, Connecticut.....	8,388 00
Middletown, ".....	15,656 00
New London, ".....	20,337 00
New York, New York.....	1,198,313 00
Wilmington, Delaware.....	36,828 00
Baltimore, Maryland.....	185,501 00
Wilmington, North Carolina.....	55,933 00
Savannah, Georgia.....	167,448 00
Key West, Florida.....	1,000 00
Pittsburg, Pennsylvania.....	111,010 00
San Francisco, California .....	847,101 00

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3,996,023 75

*Custom-houses, court-houses, post offices, &c., in the course of construction, or for which appropriations have been made, with the names of their superintendents—46.*

Places where building.	Superintendents.
Bath, Maine.....	Moses Springer.
Belfast, ".....	Ephraim Swett.
Ellsworth, ".....	Erastus Rodman.
Portland, ".....	William B. Franklin.
Portsmouth, New Hampshire.....	Not yet appointed.
Burlington, Vermont.....	Joseph D. Allen.

## CUSTOM-HOUSES, &amp;c.—Continued.

Places where building.	Superintendents.
Rutland, Vermont.....	Not yet appointed.
Windsor, “.....	Not yet appointed.
Gloucester, Massachusetts.....	David White.
Bristol, Rhode Island.....	H. C. Wardwell.
Providence, “.....	George W. Ham.
New Haven, Connecticut.....	Marcus Bassett.
Buffalo, New York.....	William H. Pettis.
Oswego, “.....	Moses P. Hatch.
Ogdensburg, “.....	Not yet appointed.
Plattsburg, “.....	Not yet appointed.
Newark, New Jersey.....	C. Harrison Condit.
Baltimore, Maryland.....	Not yet appointed.
Georgetown, District of Columbia.....	Not yet appointed.
Alexandria, Virginia.....	S. T. G. Morsell.
Norfolk, “.....	John H. Sale.
Petersburg, “.....	James Minetree.
Richmond, “.....	Albert Lybrock.
Wheeling, “.....	James Luke.
Charleston, South Carolina.....	Edward B. White.
Mobile, Alabama.....	D. Leadbetter.
Pensacola, Florida.....	John Newton.
Key West, “.....	Not yet appointed.
New Orleans, Louisiana.....	G. T. Beauregard.
Galveston, Texas.....	Not yet appointed.
St. Louis, Missouri.....	Thomas Walsh.
Louisville, Kentucky.....	E. E. Williams.
Nashville, Tennessee.....	Not yet appointed.
Knoxville, “.....	Not yet appointed.
Cleveland, Ohio.....	S. H. Webb.
Cincinnati, “.....	Thomas M. Bodley.
Sandusky, “.....	George S. Patterson.
Toledo, “.....	Abner L. Backus.
Detroit, Michigan.....	Albert H. Jordan.
Chicago, Illinois.....	S. B. Buckner.
Galena, “.....	Not yet appointed.
Indianapolis, Indiana.....	Not yet appointed.
Dubuque, Iowa.....	Not yet appointed.
Milwaukie, Wisconsin.....	H. W. Gunnison.
Astoria, Oregon.....	Not yet appointed.

## RECAPITULATION.

Custom-houses, &c., now building .....	46
built .....	20
purchased .....	10
Aggregate .....	76



*List of marine hospitals built, with their cost—19.*

Portland, Maine.....	\$95,000 00
Chelsea, Massachusetts.....	28,100 00
Pittsburg, Pennsylvania.....	70,569 00
Norfolk, Virginia.....	10,128 00
Charleston, South Carolina.....	40,715 00
Ocracoke, North Carolina.....	8,927 00
Key West, Florida.....	27,100 00
Mobile, Alabama.....	52,370 00
New Orleans, Louisiana.....	129,881 00
Natchez, Mississippi.....	70,285 00
Vicksburg, Mississippi.....	67,512 58
Napoleon, Arkansas.....	59,081 00
St. Louis, Missouri.....	118,574 00
Paducah, Kentucky.....	51,625 00
Louisville, Kentucky.....	62,500 33
Chicago, Illinois.....	63,702 00
Evansville, Indiana.....	47,000 00
Cleveland, Ohio.....	96,909 38
San Francisco, California.....	224,000 00

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\$1,323,979 29

*Marine hospitals in the course of construction, or for which appropriations have been made, with the names of their superintendents—10.*

Places where building.	Superintendents.
Burlington, Vermont.....	Joseph D. Allen.
Chelsea, Massachusetts.....	B. S. Alexander.
Wilmington, North Carolina.....	Not yet appointed.
St. Mark's, Florida.....	Not yet appointed.
Pensacola, Florida.....	Not yet appointed.
New Orleans, Louisiana.....	J. K. Duncan.
Cincinnati, Ohio.....	Thomas M. Bodley.
Detroit, Michigan.....	A. H. Jordan.
Galena, Illinois.....	Not yet appointed.
Burlington, Iowa.....	Not yet appointed.

## RECAPITULATION.

Marine hospitals built.....	19
Marine hospitals constructing.....	10
Aggregate.....	29

## GENERAL RECAPITULATION.

10 Custom-houses, &c., purchased.....	\$523,531 00
20 Custom-houses built.....	3,996,023 75
46 Custom-houses constructing (appropriations).....	9,650,713 23
19 Marine hospitals built.....	1,323,979 29
10 Marine hospitals constructing (appropriations)....	1,024,159 20

## MISCELLANEOUS WORKS.

1 Philadelphia mint.....	212,800 00
1 New Orleans branch mint.....	470,853 95
1 Charlotte, North Carolina, branch mint.....	102,100 00
1 San Francisco branch mint.....	345,000 00
1 New York assay office.....	761,493 62
1 Atlantic dock store.....	100,000 00
1 Boarding station, Passs à l'Outre.....	15,500 00
1 Appraiser's store, San Francisco.....	100,000 00
3 Territorial public buildings.....	191,500 00
1 Treasury extension (appropriations).....	700,000 00
1 Ventilating basement (appropriations).....	39,640 00
67 Fire-proof vaults.....	67,000 00
	<hr/>
	19,624,294 04
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The subjoined tabular statement exhibits, in a condensed form, the number of buildings in progress and finished, the amount of appropriations and their present condition, with particulars of purchases of sites, contracts, and other matters connected with their construction.

A. H. BOWMAN,  
*Engineer, in charge of Treasury Department.*

*Tabular statement of custom-houses, marine hospitals, court-houses, post construction under the Treasury Department; exhibiting the total site; amount available September 30, 1855; amount expended during year; amount required during the current year; date of contract; con-*

Name and location of work.	Total amount of appropriations.	Date of purchase of site.	Cost of site.	Amount available Sept'r 30, 1855, and appropriated since.
<i>Custom-houses, court-houses, post offices, &amp;c.</i>				
Bath, Maine.....	\$67,000 00	Feb. 7, 1852	\$15,000 00	\$34,046 99
Belfast, Maine.....	25,800 00	Feb. 24, 1855	3,800 00	11,849 97
Bangor, Maine.....	105,300 00	June 5, 1851	15,000 00	8,057 83
Ellsworth, Maine.....	17,000 00	April 11, 1855	3,000 00	10,201 42
Portland, Maine.....	340,000 00	July 5, 1849	149,000 00	173,807 73
Wiscasset, Maine.....	5,000 00	Repairs.....		
Waldoboro', Maine.....	25,000 00	Nov. 9, 1852	2,000 00	15,620 67
Portsmouth, N. Hamps'e	96,800 00	Not yet purch'd		96,800 00
Burlington, Vermont....	44,000 00	Dec. 4, 1854	7,750 00	40,176 35
Rutland, Vermont.....	27,500 00	Not yet purch'd		27,500 00
Windsor, Vermont.....	27,500 00	Not yet purch'd		27,500 00
Boston, Massachusetts...	1,091,658 00	Aug. 29, 1837	190,000 00	15,000 00
Barnstable, Mass.....	35,370 80	April 24, 1855	1,500 00	30,264 23
Gloucester, Mass.....	51,500 00	June 6, 1855	7,500 00	40,365 58
Bristol, Rhode Island....	26,400 00	Sept. 13, 1855	4,400 00	22,000 00
Providence, Rhode Island	*324,000 00	Dec. 15, 1854	40,000 00	205,786 30
New Haven, Connecticut	122,390 00	June 1, 1855	25,500 00	90,456 39
Buffalo, New York.....	169,800 00	Jan. 26, 1855	40,000 00	119,255 22
Oswego, New York.....	113,800 00	Dec. 15, 1854	12,000 00	95,405 27
Ogdensburg, New York...	55,000 00	Not yet purch'd		55,000 00
Plattsburg, New York....	55,000 00	Not yet purch'd		55,000 00
New York, New York.....	1,068,743 00	Jan. 9, 1833	270,000 00	None
New York, new post office	500,000 00	Not yet purch'd		500,000 00
Newark, New Jersey....	146,800 00	May 30, 1855	50,000 00	90,430 61
Wilmington, Delaware...	40,500 00	Nov. 26, 1852	3,500 00	9,998 33
Philadelphia court-house	78,000 00	Not yet purch'd		78,000 00
Philadelphia post office..	300,000 00	Not yet purch'd		300,000 00
Baltimore court-house...	200,000 00	Not yet purch'd		200,000 00
Baltimore post office....	300,000 00	Not yet purch'd		300,000 00
Georgetown, Dist. Col....	60,000 00	Sept. 23, 1856	5,000 00	55,000 00
Alexandria, Virginia.....	68,000 00	July 17, 1856	13,000 00	55,000 00
Norfolk, Virginia.....	197,652 53	Feb. 28, 1852	13,000 00	90,391 25
Petersburg, Virginia....	83,200 00	July 12, 1855	15,000 00	79,946 16
Richmond, Virginia.....	250,000 00	March 16, 1853	61,000 00	176,828 12
Wheeling, Virginia.....	117,300 00	Nov. 29, 1854	20,500 00	111,248 02
Charleston, S. Carolina...	1,303,000 00	July 10, 1849	130,000 00	758,003 87
Mobile, Alabama.....	360,000 00	Oct. 31, 1851	12,500 00	246,481 75
Pensacola, Florida.....	38,500 00	Acquired by ces- sion fm. Spain		38,500 00
Key West, Florida.....	8,000 00	Not yet purch'd		8,000 00
New Orleans, Louisiana...	2,375,258 00	Gift from 1st municipality, June 21, '47		765,635 43
Galveston, Texas.....	116,000 00	July 23, 1855	6,000 00	110,947 98

\* \$50,000 of this amount is estimated as the probable proceeds of the sale of old lot.

offices, branch mints, and other public buildings, in charge of the office of amount of appropriations for each work; the date and cost of purchase of the year ending September 30, 1856; amount available for the current tract price; time of completion of the work, &c.

Amount expended during the year ending Sept. 30, 1856.	Am't available for the current year.	Additional appropriations required for the current year.	Date of contract.	Time of completion.	Contract price.
\$25,537 81	\$8,509 18	\$21,500 00	July 9, 1853	Sept. 1, 1856	\$47,594 36
9,113 11	2,736 86	-----	May 30, 1855	June 30, 1856	17,500 00
1,823 83	6,234 00	-----	March 5, 1855	Oct. 31, 1855	54,042 44
910 15	9,291 27	-----	Oct. 16, 1855	Dec. 1, 1856	9,200 00
100,077 16	73,730 57	-----	April 25, 1855	Jan. 15, 1857	153,500 00
13,486 62	2,132 05	-----	April 13, 1855	Nov. 1, 1855	15,800 00
None	96,800 00	-----	Not yet award'd	-----	-----
17,344 42	22 831 93	-----	Sept. 30, 1855	Feb. 1, 1857	28,238 40
None	27,500 00	-----	Not yet award'd	-----	-----
None	27,500 00	-----	Not yet award'd	-----	-----
None	15,000 00	-----	Built by gov't.	Aug. 1, 1847	1,076,658 00
20,256 83	10,007 40	-----	July 19, 1855	June 30, 1856	17,250 00
19,490 41	20,875 17	-----	Sept. 8, 1855	March 1, 1857	26,596 78
None	22,000 00	-----	Aug. 20, 1856	Sept. 1, 1857	17,522 00
99,027 03	106,759 27	-----	May 28, 1855	March 4, 1857	151,000 00
12,024 10	78,432 29	-----	Sept. 29, 1855	March 1, 1857	88,000 00
37,426 53	81,828 69	-----	July 25, 1855	March 1, 1857	106,758 24
24,965 59	70,439 68	-----	Sept. 1, 1855	Feb. 1, 1857	77,255 00
None	55,000 00	-----	Not yet award'd	-----	-----
None	55,000 00	-----	Not yet award'd	-----	-----
None	None	-----	Built by gov't.	Feb. 22, 1842	928,312 90
None	500,000 00	-----	Not yet award'd	-----	-----
34,832 24	55,598 37	-----	Aug. 18, 1855	March 1, 1857	75,948 71
8,995 00	1,003 33	1,000 00	Aug. 4, 1853	Oct. 1, 1855	29,234 00
None	78,000 00	-----	Not yet award'd	-----	-----
None	300,000 00	-----	Not yet award'd	-----	-----
None	200,000 00	-----	Not yet award'd	-----	-----
None	300,000 00	-----	Not yet award'd	-----	-----
None	55,000 00	-----	Not yet award'd	-----	-----
None	55,000 00	-----	Sept. 26, 1856	May 1, 1858	†19,631 79
12,267 47	78,123 78	-----	May 17, 1853	Dec. 1, 1855	101,333 30
21,470 24	58,475 92	-----	March 29, 1856	Sept. 30, 1857	49,300 50
78,898 68	97,929 44	-----	July 11, 1855	July 1, 1857	110,000 00
26,130 95	85,117 07	-----	June 19, 1856	June 1, 1858	80,159 97
254,005 37	503,998 50	400,000 00	Build'g by gov't	Uncertain	-----
92,825 75	153,656 00	-----	July 23, 1853	July 1, 1856	Prices in det'l
297 63	38,202 37	-----	Not yet award'd	-----	-----
None	8,000 00	33,000 00	Not yet award'd	-----	-----
246,172 65	519,462 78	300,000 00	Build'g by gov't	-----	-----
6,630 04	104,317 94	-----	Not yet award'd	-----	-----

† This contract price is exclusive of the iron work.

## STATEMENT

Name and location of work.	Total amount of appropriations.	Date of purchase of site.	Cost of site.	Amount available Sept'r 30, 1855, and appropriated since.
<i>Custom-houses, court-houses, post offices, &amp;c.—Cont'd.</i>				
St. Louis, Missouri.....	\$353,300 00	Oct. 31, 1851	\$37,060 00	\$184,342 37
Louisville, Kentucky.....	218,745 00	Oct. 7, 1851	16,000 00	109,686 60
Nashville, Tennessee.....	104,500 00	Not yet purch'd	-----	104,500 00
Knoxville, Tennessee.....	96,800 00	Not yet purch'd	-----	96,800 00
Cleveland, Ohio.....	159,800 00	Nov. 29, 1855	30,000 00	159,800 00
Cincinnati, Ohio.....	312,000 00	Sept. 24, 1851	50,000 00	108,936 35
Sandusky, Ohio.....	76,450 00	Nov. 29, 1854	11,000 00	73,091 50
Toledo, Ohio.....	77,450 00	Nov. 29, 1854	12,000 00	77,743 57
Detroit, Michigan.....	153,800 00	Nov. 5, 1855	26,000 00	137,292 33
Chicago, Illinois.....	194,900 00	Jan. 10, 1855	26,600 00	161,818 37
Springfield, Illinois.....	55,000 00	Not yet purch'd	-----	55,000 00
Galena, Illinois.....	55,000 00	Not yet purch'd	-----	55,000 00
Indianapolis, Indiana.....	50,000 00	Not yet purch'd	-----	50,000 00
Dubuque, Iowa.....	88,000 00	Not yet purch'd	-----	88,000 00
Milwaukee, Wisconsin.....	142,000 00	Feb. 16, 1855	12,200 00	124,809 61
Astoria, Oregon.....	41,158 23	May 1, 1856	Exch'e of lands	40,000 00
San Francisco, California	766,271 09	Sept. 5, 1854	150,000 00	32,571 31
Annual repairs of custom-houses.....	123,000 00	-----	-----	40,671 98
<i>Marine hospitals.</i>				
Portland, Maine.....	80,000 00	May 30, 1855	11,000 00	43,898 33
Burlington, Vermont.....	40,200 00	Sept. 19, 1855	1,750 00	40,250 00
Chelsea, Massachusetts.....	150,000 00	Ceded by Navy Department..	-----	138,308 95
Wilmington, N. Carolina.....	44,000 00	Aug. 1, 1856	5,000 00	44,000 00
Mobile, Alabama.....	8,330 00	Sept. 1, 1856	6,000 00	6,000 00
St. Mark's, Florida.....	22,000 00	Government prop.	-----	22,000 00
Pensacola, Florida.....	25,000 00	Not yet purch'd	-----	21,178 90
New Orleans, Louisiana.....	436,459 20	July 23, 1855	12,000 00	412,055 71
Natchez, Mississippi.....	66,750 00	Aug. 9, 1837	7 000 00	1,500 00
Vicksburg, Mississippi.....	60,000 00	March 28, 1854	4,500 00	42,247 00
Napoleon, Arkansas.....	59,250 00	Sept. 15, 1837	1,000 00	169 39
St. Louis, Missouri.....	118,574 00	Ced. by War Dep.	-----	26,300 00
Louisville, Kentucky.....	62,500 33	Nov. 3, 1842	6,000 00	1,560 00
Paducah, Kentucky.....	51,625 00	Dec. 26, 1837	1,000 00	7,007 59
Cincinnati, Ohio.....	136,000 00	Jan. 18, 1856	36,000 00	128,670 58
Cleveland, Ohio.....	96,909 38	Oct. 11, 1837	12,000 00	12,146 96
Evansville, Indiana.....	47,000 00	April 29, 1853	6,000 00	16,087 01
Detroit, Michigan.....	105,500 00	March 19, 1855	23,000 00	77,049 38
Galena, Illinois.....	45,052 00	Aug. 20, 1856	5,052 00	40,000 00
Chicago, Illinois.....	63,712 00	Aug. 3, 1848	Ceded by War Department..	7,976 54

—Continued.

Amount expended during the year ending Sept'r 30, 1856.	Am't available for the current year.	Additional appropriations required for the current year.	Date of contract.	Time of completion.	Contract price.
\$55,032 61	\$129,309 76	-----	Dec. 24, 1853	July 1, 1856	\$336,309 07
60,409 37	49,277 23	-----	1853 to 1855...	May 1, 1857	142,121 00
None -----	104,500 00	\$40,000 00	Not yet awarded	-----	-----
None -----	96,800 00	-----	Not yet awarded	-----	-----
34,820 57	124,979 43	-----	Aug. 30, 1856	May 31, 1858	83,500 00
47,465 73	61,470 62	-----	July 18, 1853	Dec. 1, 1856	-----
24,585 32	48,506 18	-----	Jan. 9, 1856	June 1, 1857	31,996 00
27,925 31	49,818 26	-----	Jan. 9, 1856	June 1, 1857	31,996 00
16,980 17	120,312 16	-----	Sept. 24, 1856	July 1, 1858	80,100 00
7,054 42	154,763 95	-----	Oct. 25, 1855	Sept. 30, 1857	84,450 00
None -----	55,000 00	-----	Not yet awarded	-----	-----
None -----	55,000 00	-----	Not yet awarded	-----	-----
None -----	50,000 00	45,000 00	Not yet awarded	-----	-----
None -----	80,000 00	-----	Not yet awarded	-----	-----
39,993 13	84,816 48	-----	Oct. 25, 1855	Sept. 30, 1857	79,870 00
None -----	40,000 00	-----	Not yet awarded	-----	-----
430 00	32,141 31	-----	Built by gov't.	Oct. 16, 1854	401,501 60
10,237 18	30,434 80	30,000 00	-----	-----	-----
24,527 41	19,370 92	15,000 00	April 16, 1855	Aug. 1, 1856	66,200 00
4,097 52	36,152 48	-----	June 17, 1856	Sept. 30, 1857	30,427 64
97,550 64	40,758 31	-----	Aug. 9, 1855	March 3, 1857	114,770 00
46 71	43,953 29	-----	Not yet awarded	-----	-----
6,000 00	None -----	5,400 00	Under repairs...	-----	-----
141 64	21,858 36	-----	Not yet awarded	-----	-----
181 76	20,997 14	-----	Not yet awarded	-----	-----
9,787 44	402,268 27	-----	Not yet awarded	-----	-----
None -----	1,500 00	-----	Built by gov't.	March 31, 1854	64,250 00
42,247 00	None -----	7,262 58	April 25, 1855	July 31, 1856	57,021 02
169 39	None -----	-----	Built by WarDep.	-----	-----
{ car'd to surplus fund.	{ None -----	-----	-----	-----	-----
None -----	26,300 00	-----	-----	Sept. 3, 1853	-----
{ 1,560 00	{ None -----	-----	Built by gov't.	Sept. 11, 1851	60,940 33
{ car'd to surplus fund.	{ None -----	-----	-----	-----	-----
3 21	7,004 38	-----	Built by gov't.	April 1, 1852	44,620 62
36,456 57	92,214 01	-----	Sept. 27, 1856	April 1, 1858	*49,691 27
12,138 19	8 77	-----	Jan. 15, 1855	Dec. 31, 1855	*20,000 00
2,569 14	13,617 87	5,500 00	June 1, 1853	July 1, 1855	40,000 00
17,487 02	59,562 36	-----	July 18, 1855	Dec. 31, 1856	54,637 12
6 71	39,993 29	-----	Not yet awarded	-----	-----
7,503 21	473 33	-----	Built by gov't.	March 2, 1852	-----

\* For a portion of the work only.

## STATEMENT

Name and location of work.	Total amount of appropriations.	Date of purchase of site.	Cost of site.	Amount available Sept'r 30, 1885, and appropriated since.
<i>Marine hospitals—Cont'd.</i>				
Burlington, Iowa.....	\$25,000 00	Jan. 29, 1856	\$5,000 00	\$20,893 15
San Francisco, California	224,000 00			38,731 20
Annual repairs of marine hospitals.....	20,000 00			20,000 00
<i>Miscellaneous.</i>				
United States Mint at Philadelphia.....	212,800 00			94,299 30
Branch Mint at N. Orleans	470,853 95			92,000 00
Branch Mint at Charlotte, North Carolina.....	102,100 00			8,850 00
Branch Mint at San Francisco.....	345,000 00			55,000 00
Vault for public funds at New Mexico.....	2,000 00			2,000 00
New York assay office....	761,493 62	Aug. 19, 1853	553,000 00	5,880 74
New York Atlantic Dock stores.....	100,000 00			100,000 00
Boarding station at Pass a l'Outre.....	15,500 00			12,000 00
Appraisers' stores at San Francisco.....	100,000 00			45,493 53
Utah penitentiary.....	45,000 00			17,152 15
Minnesota public buildings.....	76,500 00			11,500 00
New Mexico penitentiary	20,000 00			14,666 28
New Mexico public buildings.....	50,000 00			8,975 00
Extension of the Treasury building.....	700,000 00			678,911 25
Ventilating basement of Treasury building.....	39,640 00			38,959 85
Fire-proof vaults for public stores.....	66,000 00			66,000 00
Total.....	18,943,301 13			9,268,288 25



—Continued.

Amount expended during the year ending Sept'r 30, 1856.	Am't available for the current year.	Additional appropriations required for the current year.	Date of contract.	Time of completion.	Contract price.
\$4,602 35	\$16,290 80				
16,070 00	22,661 20		Nov. 13, 1851	Nov. 14, 1853	\$140,000 00
1,554 00	18,446 00	\$25,000 00			
80,771 45	13,527 85			By days' labor	
58,024 85	33,975 15				
5,002 02	3,847 98			Feb. 1, 1856	
{ 10,000 00 } transferred.	{ 45,000 00 }			March, 1854	300,000 00
None -----	2,000 00		Not yet awarded		
None -----	5,880 74			Oct. 9, 1854	
None -----	100,000 00				
None -----	12,000 00		Not yet awarded		
35,045 48	10,448 05		June 28, 1855	March 1, 1856	53,500 00
16,151 05	1,001 10				
8,810 05	2,689 95				
None -----	14,666 28				
None -----	8,975 00	45,000 00			
152,840 23	526,071 02	500,000 00	By day's labor		
None -----	38,959 85				
None -----	66,000 00				
2,140,290 46	7,127,997 79	1,433,662 58			

A. H. BOWMAN,

*Engineer, in charge of Treasury Department.*



No. 91.—*Statement of the expenditures and receipts of the Marine Hos-  
United States, for the fiscal*

Ports or districts.	Agents.	Seamen admitted.	Seamen relieved.	Mode of accommo- dation.	Rate of board and nursing per week.
<b>MAINE.</b>					
Passamaquoddy .....	Bion Bradbury.....	83	84	Private family.....	\$2 50.....per week
Machias.....	Daniel W. Dorman.....	67	1	Private board.....	3 00.....do..
Frenchman's Bay.....	Thos. D. Jones.....	67	60	do.....do..	2 00.....do..
Ponobscot.....	R. H. Brigham.....	32	36	do.....do..	2 50 to \$3.....do..
Waldoboro'.....	E. Wilson.....	88	81	do.....do..	2 50.....do..
Wiscasset.....	John Babson.....	53	53	do.....do..	2 50.....do..
Bath.....	Charles N. Bodfish.....	57	49	Hospital.....	3 00.....do..
Portland and Falmouth..	Ezra Carter, Jr.....	109	114	do.....do..	3 00.....do..
Saco.....	A. A. Hanscom.....	4	4	Private board.....	3 00.....do..
Kennebunk.....	John Cousins.....	6	6	do.....do..	3 00.....do..
York.....	L. Jenkins.....	5	2	do.....do..	2 00.....do..
Belfast.....	E. K. Smart.....	125	125	do.....do..	2 00.....do..
Bangor.....	Geo. F. Bewall.....	53	64	do.....do..	3 00.....do..
		683	679		
<b>NEW HAMPSHIRE.</b>					
Portsmouth.....	Zenas Clement.....	51	48	Boarding houses...	2 00 to \$3 per week
<b>VERMONT.</b>					
Burlington and Alburgh..	David A. Smalley....	23	23	Private board.....	2 50.....per week
<b>MASSACHUSETTS.</b>					
Newburyport.....	James Blood.....			Private board.....	3 00.....per week
Gloucester.....	H. M. Manning.....	1	1	do.....do..	3 00.....do..
Salem and Beverly.....	E. F. Miller.....			do.....do..	3 00.....do..
Marblehead.....	W. Bartoll.....			Hospital.....	
Boston and Charlestown.	C. H. Peaslee.....	966	888	do.....do..	
Plymouth.....	E. P. Little.....			Private board.....	3 00.....do..
Fall River.....	P. W. Leland.....	2	5	By contract.....	3 00.....do..
Barnstable.....	S. B. Phinney.....	212	206	Poor-house.....	3 00.....do..
New Bedford.....	C. B. H. Fessenden...	47	47	Pri. boarding house.	5 00.....do..
Edgartown.....	C. Norton.....	107	106		
Nantucket.....	E. W. Allen.....				
		1,335	1,253		
<b>RHODE ISLAND.</b>					
Providence.....	G. Bradford.....	123	118	Pri. fam & city hos.	3 00.....per week
Bristol and Warren.....	G. H. Reynolds.....	12	12	Private family.....	3 00.....do..
Newport.....	G. Turner.....	33	28	Private house.....	2 00.....do..
		168	158		
<b>CONNECTICUT.</b>					
Middletown.....	S. Babcock.....	62	55	Private board.....	1 00 to 2 50 per wk
New London.....	Henry Hobart.....	42	42	do.....do..	3 00.....do..
New Haven.....	M. A. Osborn.....	104	103	do.....do..	3 00.....do..
Fairfield.....	W. S. Pomeroy.....			do.....do..	3 00.....do..
Stonington.....	B. F. States.....				
		208	200		

*pital Fund for the relief of sick and disabled seamen in the ports of the year ending June 30, 1856.*

Board and nursing.	Medical services.	Medicine.	Travelling expenses.	Clothing.	Other charges, including commission.	Funeral expenditures.	Deaths.	Total expenditures.	Hospital money collected.
\$559 21	\$524 40	.....	\$6 00	.....	\$13 90	.....	.....	\$1,403 51	\$514 97
36 00	7 80	\$3 90	.....	.....	53	\$6 00	1	54 23	567 92
1,012 14	393 75	173 50	.....	.....	15 89	12 00	2	1,607 28	704 20
600 57	135 90	66 60	.....	.....	8 01	.....	7	811 08	499 00
1,097 88	273 90	.....	.....	.....	14 01	30 00	5	1,415 79	1,010 16
901 77	202 50	94 80	.....	.....	12 24	24 00	4	1,237 31	100 42
1,248 19	420 50	.....	.....	.....	16 68	.....	.....	1,685 37	404 00
2,769 57	356 75	145 70	.....	.....	32 83	12 00	2	3,316 85	1,546 98
205 70	13 00	.....	.....	.....	2 19	.....	.....	220 89	98 45
141 69	15 00	.....	.....	.....	1 57	.....	.....	158 26	80 06
81 00	9 95	.....	.....	.....	90	.....	.....	91 85	28 60
647 00	119 90	.....	.....	.....	7 66	.....	1	774 56	425 50
1,383 83	421 40	122 50	.....	.....	19 32	6 00	1	1,953 05	550 26
10,984 35	2,894 75	609 00	6 00	.....	145 73	90 00	23	14,730 03	6,530 32
859 05	214 20	145 30	.....	.....	12 43	24 00	4	1,254 98	335 75
167 92	65 25	26 10	.....	.....	2 59	.....	.....	261 86	185 40
48 00	6 25	5 00	17 50	.....	17	.....	.....	17 67	65 61
13 71	5 50	2 35	15 00	.....	59	.....	.....	59 84	447 45
14,550 73	750 00	933 79	.....	.....	37	.....	.....	37 43	898 31
112 71	32 00	24 00	.....	.....	.....	.....	50	16,915 57	14 01
4,797 62	.....	.....	.....	.....	533 38	.....	.....	.....	94 50
842 15	245 30	226 80	.....	.....	1 68	.....	.....	170 39	584 95
2,835 35	.....	.....	.....	.....	47 97	.....	9	4,845 59	1,409 45
.....	.....	.....	.....	.....	13 31	18 00	3	1,345 56	459 53
.....	.....	.....	.....	.....	28 83	48 00	8	2,912 18	277 83
.....	.....	.....	.....	.....	.....	.....	.....	.....	75 65
23,200 27	1,039 05	1,192 44	32 50	147 67	626 30	66 00	70	26,304 23	18,739 94
1,736 57	481 25	471 00	.....	.....	27 30	42 00	7	2,758 12	814 82
199 28	18 75	7 50	.....	.....	2 26	.....	.....	227 79	172 80
264 42	112 25	57 10	.....	.....	20 11	24 00	4	477 88	394 88
2,200 27	612 25	535 60	.....	.....	49 67	66 00	11	3,463 79	1,382 50
351 14	183 90	.....	3 50	.....	5 80	42 00	7	586 34	712 97
476 08	345 50	.....	5 60	.....	8 33	6 00	1	841 51	993 51
1,291 73	.....	.....	.....	.....	13 15	24 00	4	1,328 88	1,005 60
373 26	85 25	23 45	.....	.....	4 82	.....	.....	486 78	586 90
.....	.....	.....	.....	.....	.....	.....	.....	.....	203 10
2,492 21	614 65	23 45	9 10	.....	32 10	72 00	12	3,243 51	3,502 08

## STATEMENT—

Ports or districts.	Agents.	Seamen admitted.	Seamen relieved.	Mode of accommodation.	Rate of board and nursing per week.
<b>NEW YORK.</b>					
Sackett's Harbor.....	C. K. Lomes .....	31	35	Private family.....	\$2 00.....per week
Genesee.....	J. C. Campbell.....	3	3	Private board.....	2 50 to \$3.....do..
Dunkirk.....	H. P. Whallen.....			.....do.....	2 00 to \$2 50..do..
Oswego.....	E. B. Talcott.....	74	67	.....do.....	3 00.....do..
Niagara.....	A. V. E. Hotchkiss.....	2	3	Board. house & hos.	3 00.....do..
Buffalo Creek.....	J. T. Hudson.....	205	212	Private house.....	2 50.....do..
Oswegatchie.....	H. Moody.....			Private board.....	2 50.....do..
Sag Harbor.....	S. L. Gardner.....	2	2	Hospital.....	3 00.....do..
New York city.....	H. J. Redfield.....	1,200	1,161	Private board.....	2 00.....do..
Champlain.....	H. B. Smith.....			Private house.....	2 50.....do..
Cape Vincent.....	Alfred Fox.....	11	15		
Greenport.....					
Cold Spring.....					
		1,528	1,498		
<b>NEW JERSEY.</b>					
Perth Amboy.....	F. W. Brenly.....			Private board.....	1 50 to \$3 per week
Bridgetown.....	W. S. Bowen.....	9	19		
Camden.....	J. W. Mickle.....			Private family ...	3 00.....do..
Burlington.....	J. A. Sherrad.....	2	1	Private board.....	3 00.....do..
Great Egg Harbor.....	T. D. Winner.....			.....do.....	3 00.....do..
Little Egg Harbor.....	S. Willets.....	26	26		
Newark.....	E. T. Hillyer.....				
		37	46		
<b>PENNSYLVANIA.</b>					
Philadelphia.....	C. Brown.....	339	323	Hospital.....	3 00.....per week
Presque Isle.....	J. Lytle.....	9	9	Private board.....	2 00 to \$2 50..do..
Pittsburg.....	J. Hastings.....			Hospital.....	
		348	332		
<b>DELAWARE.</b>					
Wilmington.....	Jesse Sharp.....				
<b>MARYLAND.</b>					
Havre-de-Grace.....	C. Pennington.....				
Town Creek.....	J. R. Thompson.....				
Baltimore.....	P. F. Thomas.....	268	250	Baltimore infirmary	3 00.....per week
Annapolis.....	J. Sands.....	1	1	Private board.....	2 50.....do..
Oxford.....	R. B. Willis.....				
Vienna.....	G. A. Z. Smith.....				
Snow Hill.....					
		269	251		
<b>DISTRICT OF COLUMBIA.</b>					
Georgetown.....	Robert White.....	37	33	Washington infirm.	3 00.....per week

Continued.

Board and nursing.	Medical services.	Medicine.	Travelling expenses.	Clothing.	Other charges, including commission.	Funeral expenditures.	Deaths.	Total expenditures.	Hospital money collected.
\$274 57 33 07	\$45 25	\$71 90			\$3 89 33			\$295 61 31 54	\$53 70 65 90 180 33 827 66 51 87 2,527 30 618 99 347 88 9,462 30 163 30 242 50
637 52 39 00 2,821 69 17 50 35 00 21,539 73 91 99 186 43	198 10 7 25 844 50 6 00 9 40 30 00 42 95	3 10 738 20 2 90 8 66 11 80 17 70	\$13 50		8 33 49 44 60 26 53 218 62 1 35 2 47	\$42 00 7 406 00	62	843 95 49 84 4,504 49 26 66 53 59 23,164 35 135 14 249 55	
25,676 50	1,183 45	854 26	13 50		280 87	448 00	69	28,456 58	44,551 65
429 42 80 34 210 75 370 06	144 90 51 02 114 50	3 00 12 60 42 60	3 00		5 82 80 2 71 5 32	6 00		589 14 81 14 277 08 538 48	1,240 00 1,055 00 536 20 361 50 749 50 381 69 342 60
1,090 57	310 42	55 20	3 00		14 65	12 00		1,485 84	4,666 40
7,864 45 110 57 4,599 30	51 10 999 99	24 62 348 76 5 00	\$564 43		91 23 1 60 169 81	115 00 76 00	33 8	8,659 73 163 27 6,198 86	8,239 60 479 60 2,123 47
12,574 32	1,051 09	348 76	29 62	564 43	262 64	191 00	41	15,021 86	10,842 67
									1,076 60
4,373 57 11 78		3 93			44 82 15	110 00	22	4,528 39 15 86	133 01 109 59 5,495 80 240 07 363 96 916 82
4,385 35		3 93			44 97	110 00	22	4,544 25	7,259 25
879 27					8 89	12 00	2	900 16	425 01

## STATEMENT—

Ports or districts.	Agents.	Seamen admitted.	Seamen relieved.	Mode of accommodation.	Rate of board and nursing per week.
<b>VIRGINIA.</b>					
Wheeling .....	A. J. Pannell .....	10	10	Private house .....	\$3 00.....per week
Yorktown .....	G. Forbes .....				
Yeocomico .....	S. L. Sawyer .....			Hospital .....	
Norfolk and Portsmouth.	G. T. Wright .....	28	25	Private board .....	3 00.....do..
Tappahannock .....	J. S. Parker .....				
Cherrystone .....	W. M. Harrison .....	19	19	Infr. med. col., Va.	2 50 to \$5 12½ do..
Richmond .....	A. D. Banks .....	132	130	Hospital .....	3 00.....do..
Petersburg .....	E. S. Hough .....	31	27	Washington infirm.	3 00.....do..
Alexandria .....					
Accomac C. H. ....					
		220	201		
<b>NORTH CAROLINA.</b>					
Camden .....	L. D. Stark .....	123	130	Hospital .....	3 00.....per week
Edenton .....	E. Wright .....	7	6	Private board .....	3 00.....do..
Plymouth .....	Joseph Ramsey .....	58	64	.....do.....	3 00.....do..
Washington .....	H. F. Hancock .....	13	13	.....do.....	3 00.....do..
Newbern .....	W. B. Singleton .....	24	29	.....do.....	3 50.....do..
Ocracoke .....	O. S. Dewey .....	104	101	Hospital .....	
Beaufort .....	J. E. Gibble .....	17	16	Private board .....	3 50.....do..
Wilmington .....	J. T. Miller .....	90	88	.....do.....	3 50 to \$4 20..do..
		436	447		
<b>SOUTH CAROLINA.</b>					
Charleston .....	W. F. Colcock .....	213	209	Hospital & lazaretto	4 20... per week
Georgetown .....	T. L. Shaw .....				3 50.....do..
Beaufort .....	B. B. Bythewood .....				
		213	209		
<b>GEORGIA.</b>					
Savannah .....	John Boston .....	243	200	Hospital .....	
Brunswick .....	W. Mabry .....	27	29	Private family .....	3 50.....per week
St. Mary's .....	J. A. Baratte .....	3	3	Private board .....	3 50.....do..
		273	232		
<b>ALABAMA.</b>					
Mobile .....	T. Sanford .....	556	535	Hospital .....	
<b>MISSISSIPPI.</b>					
Pearl River .....	R. Eagar .....				
Natchez .....	E. Packett .....			Hospital .....	
Vicksburg .....	L. Walker .....				
<b>ARKANSAS.</b>					
Napoleon .....	A. A. Edenton .....			Hospital .....	

Continued.

Board and nursing.	Medical services.	Medicine.	Travelling expenses.	Clothing.	Other charges, including commission.	Funeral expenditures.	Deaths.	Total expenditures.	Hospital money collected.
\$283 55	\$120 95	\$20 50			\$4 41	\$18 00	3	\$447 41	\$849 13
									179 00
2,560 89	839 99	189 78			36 72	80 00		3,707 38	145 20
226 93	87 25	47 10			3 73	12 00	2	377 01	1,080 10
									197 85
368 88					3 80	12 00	1	384 68	363 23
423 13	233 75	98 90			7 59	6 00	1	769 37	415 41
330 44					3 42	12 00	2	345 86	181 25
									684 73
4,193 82	1,281 94	356 28			59 67	140 00	9	6,031 71	4,095 99
1,362 40	539 75	218 50		\$3 00	21 30	6 00	1	2,150 95	525 99
51 43	21 50	10 20		1 50	96	12 00	2	97 59	140 58
580 27	231 50	114 43		16 78	9 53	12 00	2	964 51	452 70
84 00	51 25		\$4 00		1 48	12 00	2	152 73	296 10
497 50	159 45				6 68	10 00	2	673 63	238 64
2,389 22	630 00	124 78			31 35	12 00	2	3,167 35	96 16
336 00	61 50	19 10			4 21	6 00	1	426 81	134 89
1,196 16	623 75	249 50			20 81	18 00	3	2,108 22	450 98
6,476 98	2,318 70	736 51	4 00	21 28	96 32	88 00	15	9,741 79	2,335 95
3,937 90			50 00		2,040 16	48 00	8	6,076 06	1,794 37
335 40	105 50	42 20			4 82			487 92	118 03
									1 80
4,273 30	105 50	42 20	50 00		2,044 98	48 00	8	6,563 98	1,914 20
2,111 00	714 75	422 70	99 00		34 55	108 00	18	3,490 00	506 75
251 50	125 75	50 30			4 25			431 80	62 39
12 50	8 45		2 25		23			23 43	99 85
2,375 00	848 95	472 00	101 25		39 03	108 00	18	3,944 23	668 99
10,853 18	1,950 00	933 97		31 50	138 74	105 00	19	14,012 39	3,403 50
									255 78
917 30	750 00				16 91	24 00		1,708 21	
5,365 67	600 00	261 60				90 00	15	6,317 27	

## STATEMENT—

Ports or districts.	Agents.	Seamen admitted.	Seamen relieved.	Mode of accommodation.	Rate of board and nursing per week.
<b>FLORIDA.</b>					
Pensacola.....	L. Sierra .....	46	50	Hospital .....	.....
St. Augustine .....	P. Arnan .....	139	133	Hospital .....	.....
Key West.....	J. P. Baldwin.....	.....	.....	Private board .....	.....
St. Mark's.....	H. Archer.....	.....	.....	Pri. boarding-house .....	.....
St John's .....	J. G. Dell .....	.....	.....	Hospital.....	.....
Apalachicola .....	G. S. Hawkins .....	.....	.....	.....	.....
		185	183		
<b>LOUISIANA.</b>					
New Orleans.....	T. C. Porter.....	920	778	Hospital .....	.....
Teche .....	R. M. McMillan.....	14	13	Private house.....	\$3 50....per week
		934	791		
<b>TEXAS.</b>					
Galveston .....	H. Stewart.....	83	112	City hospital.....	.....
Saluria.....	D. W. Stapp .....	9	13	Private board.....	4 20 to 5 95 per w <sup>k</sup>
Brazos de Santiago.....	J. H. Hurst.....	.....	.....	.....	.....
		92	125		
<b>CALIFORNIA.</b>					
San Francisco.....	M. S. Latham.....	1,578	1,542	Hospital.....	.....
San Joaquin.....	J. M. Scofield.....	.....	.....	.....	.....
Sacramento .....	C. C. Hackel.....	.....	.....	.....	.....
Sonoma.....	T. B. Storer.....	.....	.....	.....	.....
San Diego .....	O. S. Witherby.....	.....	.....	.....	.....
Monterey .....	J. A. Watson.....	.....	.....	.....	.....
		.....	.....		
		.....	.....		
<b>MINNESOTA TERRITORY.</b>					
Pembina .....	.....	.....	.....	.....	.....
		.....	.....		
<b>OREGON.</b>					
Astoria .....	John Adair.....	.....	.....	.....	.....
Umpqua.....	.....	.....	.....	.....	.....
Puget's Sound.....	J. E. Ebey .....	.....	.....	.....	.....
		.....	.....		
		.....	.....		
<b>MISSOURI.</b>					
St. Louis.....	William A. Lind .....	.....	.....	Hospital.....	.....
		.....	.....		
<b>WISCONSIN.</b>					
Milwaukee.....	John White.....	103	112	St. John's inf. & pri.	2 50...per week

Continued.

Board and nursing.	Medical services.	Medicine.	Travelling expenses.	Clothing.	Other charges, including commission.	Funeral expenditures.	Deaths.	Total expenditures.	Hospital money collected.
\$4,815 58	\$750 00	\$401 83	.....	.....	\$59 87	\$20 00	.....	\$6,047 28	\$229 69
2,659 63	1,000 00	154 11	.....	.....	38 43	30 00	8	3,884 17	647 45
251 50	460 90	.....	.....	.....	7 29	18 00	3	737 69	194 38
162 00	73 75	31 50	\$3 00	.....	2 80	12 00	2	285 05	312 61
1,069 30	275 00	161 40	.....	.....	15 17	12 00	2	1,532 87	577 38
8,958 01	2,559 65	748 84	3 00	.....	123 56	92 00	15	12,485 06	1,961 51
15,853 23	1,925 00	1,651 43	.....	.....	461 01	402 00	67	20,292 67	14,758 77
117 50	24 00	9 60	4 00	.....	1 61	6 00	1	162 71	171 95
15,979 73	1,949 00	1,661 03	4 00	.. .....	462 62	408 00	68	20,455 38	14,930 72
3,462 00	.....	.....	.....	.....	34 86	24 00	4	3,520 86	805 40
401 80	6 25	.....	.....	.....	4 11	.....	.....	412 16	125 58
.....	.....	.....	.....	.....	.....	.....	.....	.....	86 26
3,863 80	6 25	.....	.....	.....	38 97	24 00	4	3,933 02	1,017 24
38,743 31	4,999 98	3,167 25	.....	.....	474 03	1,389 50	68	48,774 07	8,751 89
.....	.....	.....	.....	.....	.....	.....	.....	.....	7 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	153 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	8,912 34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	193 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	166 67
.....	.....	.....	.....	.....	.....	.....	.....	.....	359 77
8,834 80	1,000 00	717 86	22 50	.....	3,409 97	79 00	.....	15,063 63	3,485 54
2,275 84	924 77	.....	.....	.. .....	22 11	12 00	2	3,244 72	774



## STATEMENT—

Ports or districts.	Agents.	Seamen admitted.	Seamen relieved.	Mode of accommodation.	Rate of board and nursing per week.
<b>MICHIGAN.</b>					
Detroit.....	John H. Harmon .....				\$2 00.....per week
Michilimackinac.....	J. A. T. Wendell.....	12	12	Private board.....	3 00.....do..
		12	12		
<b>ILLINOIS.</b>					
Chicago.....	Wm. B. Snowhook...	842	827	Hospital.....	
Alton .....	J. Fitch.....	21	21		
Galena.....	Daniel Waun.....				
Quincy .....	T. Benneson.....				
		863	848		
<b>INDIANA.</b>					
New Albany .....	John B. Norman..				
Evansville.....	Isaac Hutchinson.....				
<b>OHIO.</b>					
Cincinnati.....	S. B. W. McLean....	250	209	Hospital.....	5 00.....per week
Miami.....	J. Riley.....	14	20	Private board.....	3 00.....do..
Sandusky .....	James A. Jones.....			do.....	2 50 to \$3 00..do..
Cuyahoga .....	R. Parks.....			Hospital.....	
		274	229		
<b>KENTUCKY.</b>					
Louisville.....	H. N. Sands.....	225	213	Hospital.....	
Paducah .....	W. Noland .....			do.....	
Smithland.....					
		225	213		
<b>TENNESSEE.</b>					
Nashville .....	J. Thomas.....	12	13	Nashville city hos.	2 50.....per week
Knoxville .....	John McMullen .....				
Memphis.....	S. O. Bullard.....			Memphis hospital..	
		12	13		

Continued.

Board and nursing.	Medical services.	Medicine.	Travelling expenses.	Clothing.	Other charges, including commission.	Funeral expenditures.	Deaths.	Total expenditures.	Hospital money collected.
\$3,086 82 105 84	\$2,353 05 51 75	22 10			\$65 01 1 86	\$60 00 6 00	3 .....	\$5,564 88 187 55	\$2,171 78 281 61
3,192 66	2,404 80	22 10			66 87	66 00	3	5,752 43	2,453 39
16,170 93 463 49	1,000 00 151 15	675 87			240 50 5 13	144 00	24	18,231 30 559 77	1,682 40 457 13 4 25
16,574 42	1,151 15	675 87			245 63	144 00	24	18,791 07	2,143 78
									303 40 12 50
									315 90
6,930 60 375 00 232 25 7,931 65	185 25 127 05 749 99	84 00 793 51			33 17 6 50 3 56 95 12	162 00 6 00 ..... 42 00	29 1 ..... 7	7,125 77 656 75 362 86 9,612 27	2,288 27 99 48 345 75 1,147 98
15,469 50	1,062 29	877 51			138 35	210 00	37	17,757 65	3,881 48
5,457 12 6,399 42	2,000 00	634 78			227 92 24 63	120 00	17	8,439 82 6,424 05	1,413 85 173 39
11,856 54	2,000 00	634 78			252 55	120 00	17	14,863 87	1,587 24
107 74 944 00					1 07 9 43		1	108 81 953 43	310 80 170 00 269 86
1,051 74					10 50		1	1,062 24	750 86

## STATEMENT—Continued.

*Recapitulation by States of the marine hospital fund for the fiscal year ending June 30, 1856.*

States.	Seamen admitted.	Seamen relieved.	Beard and nursing.	Medical ser- vices.	Medicine.	Travelling expenses.	Clothing.	Other charges.	Funeral ex- penditures.	Deaths.	Total expen- ditures.	Hospital mo- ney collected.
Maine.....	683	679	\$10,984 55	\$3,294 75	\$609 00	\$8 00	.....	\$145 73	\$90 00	23	\$14,730 03	\$6,530 52
New Hampshire.....	51	48	859 05	214 20	145 30	.....	.....	12 43	24 00	4	1,254 98	335 75
Vermont.....	23	23	167 92	65 25	26 10	.....	.....	2 59	.....	.....	261 86	185 40
Massachusetts.....	1,335	1,253	23,200 27	1,039 05	1,192 44	32 50	\$147 67	626 30	66 00	70	26,304 23	18,739 94
Rhode Island.....	168	158	2,200 27	612 25	535 60	.....	.....	49 67	66 00	11	3,463 79	1,382 50
Connecticut.....	208	200	2,492 21	614 65	23 45	9 10	.....	32 10	72 00	12	3,243 51	3,502 08
New York.....	1,528	1,498	25,676 50	1,183 45	854 26	13 50	.....	280 87	448 00	69	28,456 58	44,551 65
New Jersey.....	37	46	1,090 57	310 42	55 20	3 03	.....	14 65	12 00	.....	1,485 84	4,666 40
Pennsylvania.....	348	332	12,574 32	1,051 09	348 76	29 62	564 43	262 64	191 00	41	15,021 86	10,842 67
Delaware.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,076 60
Maryland.....	269	251	4,385 35	3 93	.....	.....	.....	44 97	110 00	22	4,544 25	7,259 25
District of Columbia.....	37	33	879 27	.....	.....	.....	.....	8 89	12 00	2	900 16	425 01
Virginia.....	220	201	4,193 82	1,281 94	356 28	.....	.....	59 67	140 00	9	6,031 71	4,095 99
North Carolina.....	436	447	6,476 98	2,318 70	736 51	4 00	21 28	96 32	88 00	15	9,741 79	2,335 95
South Carolina.....	213	219	4,273 30	105 50	42 20	50 00	.....	2,044 98	48 00	8	6,563 98	1,914 20
Georgia.....	273	232	2,375 00	848 95	472 00	101 25	.....	39 03	108 00	18	3,944 23	668 99
Alabama.....	556	535	10,853 18	1,950 00	933 97	.....	31 50	138 74	105 00	19	14,012 39	3,403 50
Mississippi.....	.....	.....	917 39	750 00	.....	.....	.....	16 91	24 00	.....	1,708 21	255 78
Arkansas.....	.....	.....	5,365 67	600 00	261 60	.....	.....	.....	90 00	15	6,317 27	.....
Florida.....	185	183	8,958 01	2,559 65	748 84	3 00	.....	123 58	92 00	15	12,485 06	1,981 51
Louisiana.....	934	791	15,970 73	1,949 00	1,661 03	4 00	.....	462 62	408 00	68	20,455 38	14,930 72
Texas.....	92	125	3,863 80	6 25	.....	.....	.....	38 97	24 00	4	3,932 02	1,017 24
California.....	1,578	1,542	38,743 31	4,999 98	3,167 25	.....	.....	474 03	1,389 50	68	48,774 07	8,912 34
Oregon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	559 77
Minnesota Territory.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri.....	.....	.....	9,834 30	1,000 00	717 86	22 50	.....	3,409 97	79 00	.....	15,063 63	3,485 54
Wisconsin.....	103	112	2,275 84	994 77	.....	.....	.....	32 11	12 00	2	3,244 72	774 90
Michigan.....	12	12	3,192 66	2,404 80	22 10	.....	.....	66 67	66 00	3	5,782 43	1,453 39
Illinois.....	863	848	16,574 42	1,151 15	675 87	.....	.....	245 63	144 00	24	18,791 07	2,143 78
Indiana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	315 90
Ohio.....	274	229	15,469 50	1,062 29	877 51	.....	.....	138 35	210 00	37	17,757 65	3,881 48
Kentucky.....	225	213	11,856 54	2,000 00	634 78	.....	.....	252 55	120 00	17	14,863 87	1,587 24
Tennessee.....	12	13	1,051 74	.....	.....	.....	.....	10 50	.....	1	1,062 24	750 66
Total.....	19,663	19,223	246,756 38	33,902 02	15,097 91	278 47	761 88	9,131 65	4,238 50	577	310,169 81	153,946 65

No. 92.

TREASURY DEPARTMENT,  
*Office Light-house Board, November 1, 1856.*

SIR: I have the honor, by direction of this board, respectfully to submit the following report of the operations of the light-house establishment for the past year :

The general condition of the aids to navigation at the date of the last report from this office was such as to leave but little to be done towards completing the systematic plan of improvements of authorized aids to navigation along the coasts beyond the general routine duties of renovating and repairing existing structures, and of providing those aids, for which appropriations had been then recently made.

The system of buoyage and beaconage had been carried out as perfectly, and to as great an extent, as the means provided for that object would admit ; and it is believed that but few localities are known to exist requiring additional aids of that kind.

Renovations and improvements of light-houses and light-vessels, in addition to the ordinary necessary repairs, have been made as extensively during the past year as the means provided, and the period of time for doing so, would permit.

A large number of lens illuminating apparatus has been substituted for the old reflectors and fountain lamps, to the great benefit and economy of the service. Changes are still being made as rapidly as the lens apparatus is available, having in each case due regard to the condition of the old apparatus in the light-house requiring renovation.

New and improved illuminating apparatus has been placed in, or is in course of preparation for, such of the light-vessels as had not been refitted at the date of the last report.

All the aids to navigation for which special appropriations have been made, have been either completed or commenced, except those condemned as being unnecessary by the proper authority, or those to the sites of which perfect titles have not been obtained. (See table appended.)

The late period of the year at which Congress made appropriations at its last regular session for new aids to navigation, rendered it impracticable to commence many of the works this season ; but preliminary steps have been taken for commencing those at the north early next spring, and those at the south will be commenced and prosecuted as far as possible during the ensuing winter.

The frequent inspections of the lights by inspectors and others, the instruction which the keepers have derived from them, and their acquirement of a better knowledge of their duties, as laid down in the printed instructions and directions, have resulted in a gradual but very perceptible improvement in the character, appearance, and reliability of the lights along the entire coast.

Notwithstanding the extraordinary severity of the past winter, and the consequent injury done to the buoys and light-vessels by the masses of floating ice on the coast from the capes of Virginia to the

eastern boundary, it is believed but little serious inconvenience resulted to navigation on account of the temporary absence at times of these aids from their proper stations.

The buoys which were driven from their stations were promptly replaced, by means of the buoy vessels, from the duplicates kept on hand at different points along the coast, and no efforts were spared to have the light-vessels repaired and towed by steamers to their stations with the least practicable delay.

Since the light-vessels have been provided with service and spare moorings of the best description, but few of them have broken adrift from, or left even the most exposed positions.

The supplies have been distributed to the lights on the Atlantic, gulf, and lake coasts by three supply vessels employed, and with as much regularity, and as satisfactorily, as could be expected in a service the successful performance of which depends so much upon the weather.

The great diminution in the quantity of oil required to be delivered at the lights fitted with lens apparatus, will be the means, as the new apparatus is substituted for reflectors, for facilitating the operations of making deliveries; and more frequent and regular visits will be made without increasing the number or expense of the supply vessels.

The following details of the most important operations in the several light-house districts are submitted:

In the first district, embracing the entire seacoast and navigable waters of Maine and New Hampshire, in addition to the ordinary duties of the buoy service, small repairs, inspections, &c., &c., the following light-houses have been renovated during the past year by the substitution of lenses for old reflector apparatus, viz: at Nashe's island, Narraguagus, Bear island, Saddleback ledge, Owl's Head, Beauchamp Point, Grindel's Point, and Pond island. A second-order lens apparatus has been set apart for Manheigan light-house, and several of the smaller lights in the district will be refitted before the close of the season.

The light-houses at West Quoddy Head, Prospect Harbor, Eagle Island Point, Negro island, Dice's Head, Pemmaquid Point, Burnt island, Seguin, and Cape Elizabeth, have been refitted with new and improved reflecting apparatus, which is designed to serve until suitable lens apparatus can be procured for a final refitment of them.

New light-houses have been erected during the year in the first district on Big island, St. Croix river, at Winter Harbor, east end of Edgemoggin reach, and on Kennebunk pier-head.

The light-house at Pond island has been rebuilt, and the one on Brown's head is now in process of reconstruction.

Of the remaining light-houses in this district, for which appropriations have been made, titles to the sites have not been obtained to those on Widow's island, Noddle's island, and the one in the Damariscotta river.

The title-papers to the site of the light in Tenant's harbor are in the hands of the law officers for examination.

All the works in the first district have been carried on in a systematic, economical, and most satisfactory manner, and it is believed that, by the close of the next season, all the light-house towers, illu-

minating apparatus, beaconage, and buoyage of the district, will be in a state of unrivaled efficiency.

Preliminary steps are being taken for commencing, at the opening of the next season, all the new works authorized in this district.

In the second light-house district, embracing all the seacoast and navigable waters of Massachusetts, the ordinary annual repairs of light-houses and light-vessels and beacons have been made, in connexion with the general routine duties of the service.

Fawn bar beacon has been rebuilt; repairs have been made to the Newburyport beacons; a new dwelling has been built for the keeper at the Cape Cod Highlands light-house; the new light-house tower and keeper's dwelling at Gay Head have been completed, fitted with a first-order lens apparatus, and the light will be exhibited on the first December next, 1856.

The light-house at Brant's Point, Nantucket, at Egg Rock, and at the Narrows, and the Point Alderton Bar beacon, Boston bay, have been completed. The buoyage of all the harbors, channels and navigable waters of the second district has been completed in the most thorough and efficient manner, and descriptive lists published for the use of mariners.

The navigation of the several channels through the Vineyard sound, although naturally difficult and dangerous, has been rendered comparatively safe and easy, by placing large buoys at the most prominent points, and by strict attention to the general characteristic distinctions of these aids.

About 400 buoys have been placed during the last year to mark obstructions, or to serve as guides to channels in this district. The eight light-vessels in this district are fitted in the best manner, and are prepared to ride out the heaviest gales. Spare moorings have been provided and placed at points from which they can be despatched without much loss of time to any vessel that may be driven from her station by stress of weather or floating ice.

New illuminating apparatus has been placed in the three beacons at Nantucket, at Hyannis harbor, Mayo's Beach, Newburyport, Bird island, and Boston light-houses. Sixteen small lens apparatus have been placed in lights in this district during the past year as substitutes for old reflectors and lamps.

The erection of the light-house authorized to be placed on the "Bishop and Clerks," and the transfer of the light-vessel now stationed near that ledge to the Handkerchief shoal, will render the passage of the Vineyard sound (the great thoroughfare of the coasting trade) comparatively safe and easy for the careful navigator.

All the aids to navigation, of every description, in this district are in a much better and more efficient state than they have ever been before; and it is expected that the renovations that are to be made to light-houses, as soon as the apparatus required is available, will render them equal in point of efficiency to any others on the coast.

The difficult and important work at Minot's ledge has been prosecuted with zeal and ability during the year. The iron scaffold erected for the safety of the workmen, and to facilitate the tedious and difficult operations on the rock, was completed early in the spring. The



operations in cutting down the rock were resumed on the second day of April last, and have been continued uninterruptedly since that time, whenever it was possible to land on the rock. The season, to about the 1st of October, has been a favorable one. Work has been done on the rock during one hundred and fifty-seven hours since the opening of the season; four-fifths of the rock to be cut away has been removed, and about one-half of the hammering of the vertical and horizontal surfaces has been done. The stonecutters, when unable to work on the rock, are employed preparing the stone for the structure. The whole of the third and fourth, most of the fifth, and part of the sixth courses of stone, have been prepared. The first and second courses of stone have not been cut to dimensions, on account of the difficulty of preparing the patterns before the foundation pit is finished.

In the northern or Rhode Island portion of the third light-house district, the following works have been executed during the past year:

A substantial granite light-house tower, and brick dwelling for the keeper, have been built at Beaver Tail, at the entrance of Narraganset bay. A lens apparatus of the third order by Fresnel has been placed in this tower, and the light will be exhibited at an early day in place of the old light at that place.

A keeper's dwelling is in course of construction at the Lime Rock light station. Important repairs have been made on the dyke wall at Goat Island light-house and at the Fort Wolcott wharf. A new light-house tower is in course of erection at Nayat Point, which will be completed before the close of the present season. New lens apparatus has been placed in the Warwick Neck, Prudence Island, and Sandy Point light-houses.

In the other portions of the third district, the following works have been executed:

Six range-lights for the Gedney, Main, and Swash channels, in the lower bay of New York, have been completed, and the lights will be exhibited on the first of November instant.

New lanterns and lens apparatus have been placed at Cumberland Head and Black Rock light-houses. New lanterns and lens apparatus are nearly ready for being placed at Little Gull Island, Eaton's Neck, Great Captain's Island, Old Field Point, and Split Rock light-houses.

The three beacon-lights authorized to be built in the Connecticut river, below Middletown, have been completed and lighted.

Temporary beacon-lights have been placed on the piers at Burlington, Vermont, at Point au Roche, and at the nine points for stake-lights, near White Hall, Lake Champlain.

The day-beacons authorized August, 1854, for Long Island sound, are in course of erection by contract, and those at Race Rock, Black Ledge, and Groton Long Point, are nearly completed.

Lens apparatus has been placed in the following light-houses, as substitutes for the old reflectors and lamps, viz: Throgg's Neck, New Haven, North Dumpling, Stony Point, Sand's Point, Stonington, and at west beacon, Sandy Hook. Lens apparatus is provided, and will be placed during the present month, at the main light and east beacon at

Sandy Hook, at Execution Rocks, Faulkner's Island, and Plum Island light-houses.

The works of protection and preservation of the foundations and seawalls of the light-houses at Execution Rocks, Sand's Point, Lynde Point, and at the Hudson river lights, are now in progress, and will be completed by the close of the present season.

The Brenton's Reef and Stratford Point light-vessels have been thoroughly repaired, and fitted with new reflector apparatus.

The light-vessel authorized August 18, 1856, to be placed to mark the dangerous shoal in Long Island sound, off Cornfield Point, is now in course of preparation, and it is expected that she will be ready to go to her station by the first of December.

Fog-bell frames, and the machinery and bells, have been placed at Juniper Island and Little Gull Island light-houses.

The buoyage of the entire district, embracing the waters of Narraganset bay, Long Island sound, New York and Newark bays, and the Hudson river, and their tributaries, has been completed in the most thorough and efficient manner, and corrected lists are now in preparation for publication.

The commencement of the erection of the light-houses authorized for Great West bay, Horton's Point, Lloyd's harbor, Race Point, and those on Lake Champlain, and in the Hudson river, is delayed for want of valid titles to the respective sites.

It is contemplated to fit the Montauk Point light-house with a first-order lens apparatus for a fixed light, varied by flashes, at the time of the exhibition of the Great West bay, (first order lens fixed-light,) rendered necessary by the erection of the latter, the apparatus for which is already provided.

In the fourth light-house district, embracing the coast of New Jersey from Barnegat, and of Delaware and Virginia to Metompkin inlet, including the Delaware bay and tributaries, but little has been required during the past year beyond the ordinary routine duties.

All the harbors and inlets on the coast, and the Delaware bay and river, are buoyed in the most satisfactory manner to navigators.

The lights are well kept.

The new first-class light-house under construction at Absecum, on the seacoast of New Jersey, is nearly completed, and the light will be exhibited in January next.

The Cape Henlopen light has been fitted with a first-order lens apparatus, and the fog-bells authorized for the lights on the Delaware have been procured and placed.

The works of protection and repair at the Brandywine light-house are in progress, and the necessary steps have been taken for commencing and completing the light-houses authorized to be built at Barnegat, Ship John shoal, Cross ledge, and Fenwick's Island at the earliest practicable day.

The work at Ready island, for preserving the site, will be prosecuted with all practicable despatch, and will probably be completed this season. The small light authorized to be placed on the pier at Port Penn awaits the erection of the proposed pier upon which it was designed to be placed.



In the fifth light-house district, embracing the coasts and navigable waters from Metomkin inlet, Virginia, to Beaufort, North Carolina, the aids to navigation have been kept in an efficient state.

The light vessels injured by the large masses of floating ice on the Chesapeake bay during the past severe winter, were relieved in turn, repaired, and returned to their respective stations without detriment to the navigating interests.

The buoys injured or swept away by the ice were replaced promptly by new ones.

The following light-houses have been completed during the year: at Seven-foot Knoll, (mouth of the Patapsco river, Maryland,) Jones' Point, (on the Potomac,) Wade's Point, (mouth of Pasquotank river,) Cape Hatteras beacon-light, and beacon-light and fog-bell at Old Point Comfort.

New illuminating apparatus has been placed in the following light-houses, in this district, during the past year, viz: Hog island, New Point Comfort, Pool's island, Turkey Point, Sharpe's island, Pamlico Point, Fishing Battery, Clay island, Blackistone's island, the two at North Point, and Beacon island.

The following light-vessels have been thoroughly repaired and refitted, viz: Brant Island shoal, Roanoke river, Wolf Trap, Smith's Point, Windmill Point, Lower Cedar Point, Hooper's Straits, Craney island, and Jone's island.

The light-vessel authorized for York Spit has been completed and placed at her station.

The buoyage of the entire district has been completed, except at a few points authorized at the last session of Congress to be marked on the eastern side of Chesapeake bay, and these buoys will be placed before the close of the season.

The light-house at the mouth of Pungoteague river, Virginia, on the eastern side of Chesapeake bay, was overturned by a large mass of floating ice. The lantern, illuminating apparatus, and many of the other fixtures and supplies, have been recovered from the wreck.

In the sixth light-house district, embracing the coasts and navigable waters from north of Federal Point, North Carolina, to south of St. Augustine, Florida, the buoyage has been completed in the most thorough and satisfactory manner.

The range-lights on the Cape Fear river, at the upper jettee, have been completed and lighted.

The first-class light-house tower at Cape Romain, South Carolina, is far advanced towards completion, and it is expected that it will be finished during the present season of active operations in that quarter.

The titles to the sites for the lights and beacons authorized to be erected at North and South Points, Battery, Charleston, North Edisto, Hunting island, Hilton Head, and at Calibogue sound, South Carolina, and at St. John's river, Florida, have not been perfected.

The lights authorized to be built at Castle Pinckney and at Fort Sumter (Charleston harbor) have been completed and lighted.

The light-vessel authorized for the Marten's Industry station has been built and placed, and the old vessel thoroughly repaired, fitted

with proper illuminating apparatus, and placed in Calibouge sound, in conformity to the terms of the law.

The south channel (Cockspur island) beacon-light has been rebuilt and fitted with lens apparatus.

Two-day beacons have been erected on the Savannah river: one near the upper end of Long Island, and the other on Jones' island.

The ordinary necessary repairs have been made in the district; and during the ensuing season for active operations on the southern coast, it is designed to substitute lens apparatus, now available, for the old reflectors and lamps, at nearly all of the small lights in this district.

The small light-vessel, authorised at the last session of Congress, to be placed in the St. John's river, Florida, will, it is expected, be ready for her station early in the coming winter.

In the seventh light-house district, the works of construction have been carried on during the period of the working season, and those in progress will be resumed immediately.

All the aids in this district have been placed in as efficient a state as possible. The works now in progress, and those authorized, will, when completed, leave very little to be done towards rendering the navigation through the Florida Pass, and channels around the peninsula of Florida, as safe as that of any other part of the coast.

On the 29th August, the peninsula of Florida was visited by a severe gale, during the continuance of which, many lives were lost, and much property was destroyed and damaged.

Notwithstanding the severity of the gale, the damage to the aids to navigation on that coast was not so great as might have been anticipated from its effects to shipping and to property on shore.

Considerable damage was done to the temporary works erected at Coffin's Patches.

The sand island, upon which the Sand Key light-house is erected, was, with the wooden buildings, wharf, and boats, destroyed, leaving, however, the light-house tower uninjured. The water, during the gale, rose to six feet around the tower, and at the last dates from Key West, it remained at a depth of two feet. The gradual reformation of this little sand island gives strong hopes that there will be no serious permanent injury to the site and foundation.

Many buoys were driven from their moorings, which were promptly replaced at the close of the gale.

The light-houses authorized to be built at Dry Tortugas, and at Egmont Key, will be commenced as soon as the necessary materials can be procured.

The light-house works at Jupiter Inlet have been suspended in consequence of the Indian hostilities in that immediate vicinity.

In the eighth light-house district, from St. Mark's, Florida, to the south of the Mississippi river, extensive repairs have been required and made, during the past year, to light-house buildings, and to the sea-walls erected for their preservation against the encroachment of the sea.

The marking of the bars, channels and harbors by beacons, buoys and stakes, has been prosecuted during the past year, and is now nearly completed.

The prominent points of St. Mark's, Apalachicola, Pensacola, and

Mobile bays, and the mouths of the Mississippi river, have been completely marked, in addition to less important localities.

New light-houses have been completed at Pass à l' Outre, Port Pontchartrain, New Canal, St. Blas, Rigolets, and at Chandeleur island.

The works at Southwest Cape and St. Vincent island, Florida, and at Proctorsville, Louisiana, are delayed for want of perfect titles to the sites.

The erection of the light-house, authorized at the Bayou St. John, Louisiana, is delayed by the works of repairs upon the canal at that point.

The bell-boats, authorized for Ocklocknee shoal, and to mark the entrance to the Southwest Pass of the Mississippi river, have been built and placed at their respective stations.

Extensive examinations by borings, &c., have been made of the site for the light-house authorized to be built at the Southwest Pass of the Mississippi river.

The severe storms of the 9th and 10th and the 29th and 30th of August did considerable injury to the buildings, foundations, and sea-walls in this district, and during the latter gale the light-house at Cape St. Blas, Florida, was totally destroyed. The sea rose so high at that place that the waves struck the floor of the keeper's dwelling, elevated eight feet above the ground, and about fourteen feet above the ordinary tides. A lagoon now occupies the site of that light-house.

In the ninth light house district, embracing the coast from Barataria bay to the Rio Grande, in addition to the routine duties of the service, the Atchafalaya and Cote Blanche bays have been thoroughly buoyed and staked; the Aransas Pass light-house and the two range-lights at Galveston have been built.

The light-houses at the mouth of Sabine river and at Barataria bay, and the beacon on the bar at Galveston, are in progress.

The light-house at Timbalier bay will be commenced as soon as the title to the site is approved.

The sites for the Ship Shoal and Shell Keys light-houses have been examined, and the necessary steps taken for commencing the works at the earliest practicable day.

Extensive repairs were made to the Atchafalaya and Ship Shoals light-vessels, the same being rendered necessary on account of serious damage done to them by the summer and winter gales.

In the tenth light-house district, embracing Lakes Erie and Ontario, and the rivers St. Lawrence and Niagara, the important and difficult work on Horseshoe reef, in the Niagara river, has been completed and the light exhibited. The works at Maumee have been completed; a fog-bell has been placed at Buffalo light-house, and twelve light-house stations have been refitted with lens apparatus during the past year.

Of the fifty lights in this district, including six small range-lights, thirty are now fitted with small-order lenses suited to the wants of navigation. Lenses are available for such of the remaining ones as are in greatest need of renovation, and they will be placed before or soon after the opening of navigation in the coming spring.

"The general condition of the establishment in this district is good.

"The improvement of the keepers is very manifest, both as to attendance upon the lights and in rendering their quarterly returns."

In the eleventh light-house district, embracing the lakes and west

of Lake Erie, in addition to the ordinary routine duties of the service, the light-houses authorized at Round Island, Point Iroquois, Grand island, mouth of Portage river, Rock Harbor, Isle Royal, Menasha, Port Clinton, and Taylorsport, have been completed.

The light at La Pointe is under contract, and will be ready for exhibition this season.

The lights authorized to be built at Eagle river, Point Betsey, and Beaver island are under contract, and also the one authorized to be built at Minnesota Point, at the head of Lake Superior.

The foundation for this latter light-house will be constructed this season, and the materials necessary for the completion of the building placed on the ground, so that it can be completed at an early day next season.

Titles to the sites of the light-houses authorized to be built at South Black river, old Fort Mackinac, harbor of Michilimackinac, Ulaos, and Fond-du-Lac, have not been perfected.

The piers at Michigan City, Milwaukee, and Waukegon, are not sufficiently advanced to admit of the erection of the beacons authorized for these points.

The St. Clair Flats were buoyed in the best manner at the opening of navigation; and when any of the buoys have been destroyed by steamers, their places have been occupied by stakes, which are renewed from time to time.

At the opening of the next season, all the buoys required for that locality will be placed.

All the buoys required in Saginaw bay and river, at the entrance to Chicago river, and at the entrance to Fox river, Green bay, it is believed, have been placed and kept in position. Buoys have recently been placed upon Spectacle and Martin's reefs, in Lake Huron. Buoys will be placed during the next season to mark all obstructions in, and to guide through all channels, so far as the wants of navigation can be ascertained, within the appropriations made for that purpose at the last regular session of Congress.

New illuminating apparatus has been placed during the past year in the light-houses at Windmill Point, Ottawa Point, Saginaw bay, Sheboygan, Beaver Island harbor, Muskegon, Kalamazoo, Port Washington, Bayley's harbor, Tail Point, Copper Harbor, Little Fort and Manitowoc, and it is contemplated to complete the renovations in this district at the opening of the next season.

In the twelfth light-house district, embracing the entire Pacific coast, the light-houses at Point Loma, San Diego, Santa Barbara, Point Conception, Farralones, and Cape Hancock, have been completed and lighted.

Fog-bells have been placed at Point Conception, Farralones, Fort Point, Alcatraz island, and Cape Hancock light-houses.

The light and range at Humboldt harbor will be exhibited about the first of November.

The building of the light-houses authorized to be erected at San Pedro harbor, Santa Cruz harbor, Monterey bay, and Punta de los Reyes, has been delayed for want of approved titles to the sites.

The officer in charge of the light-house service on the Pacific coast

was instructed to lose no time in commencing the erection of the light-house at Umpqua, in Oregon Territory, and it is expected, from the urgent instructions from this office, and the zeal and energy of the officer in charge, that it will be built as soon as the necessary materials can be collected at the site. The illuminating apparatus and lantern for that light reached the Pacific coast in July last.

Instructions were also given to commence the building of the light at New Dungeness, in Washington Territory, and to take the necessary steps for commencing the one at Cape Flattery and at Blunt's island with the least practicable delay. The Indian hostilities in Washington and Oregon Territories, and the difficulties attending, necessarily, operations at such distant and sparsely populated localities, will doubtless account for any seeming delay in the execution of these works.

In the last report from this board attention was invited to the low rate of compensation allowed to light keepers under the existing law. By the fourth section of the act making appropriations for light-houses, &c., approved May 23, 1828, the Secretary of the Treasury is authorized and empowered to regulate and fix the salaries of the respective keepers of light-houses in such manner as he shall deem just and proper, "provided the whole sum allowed shall not exceed an average of four hundred dollars to each keeper."

The board would again respectfully renew its recommendation of last year, that a reasonable increase be made to the present average rate of compensation to light keepers, as the best means of insuring efficiency and true economy in the care and management of the light-houses on our extended, dangerous, and, in many portions, sparsely populated and inhospitable coast.

The present average rate of compensation to the keepers of light-houses on the Pacific coast, as established by the appropriation bills, is \$800 per annum; but the difficulties which have been met with in obtaining the services of competent and reliable keepers for some of the lights at isolated, though important, points on that coast, and the frequent resignations of keepers after a short trial of the duties, lead to the opinion that the main cause of dissatisfaction with the service arises from insufficiency of the compensation in the present state of that part of the country.

Very respectfully submitted. By order of the Light-house Board:  
W. B. SHUBRICK, *Chairman.*

THORNTON A. JENKINS, }  
JNO. G. PARKE, } *Secretaries.*

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TABLE

OF

AIDS TO NAVIGATION,

AUTHORIZED BY CONGRESS PRIOR TO THE FIRST MONDAY OF DECEMBER,  
1856, AND THE ACTION TAKEN IN EACH CASE.

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Table exhibiting all the aids to navigation authorized by Congress prior to the first Monday of December, 1856, and the action taken in each case.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated.	Action taken.
Maine .....	Buck ledge .....	Beacon .....	Aug. 3, 1854	\$2,000 00	Completed.
	Penobscot river .....	Two beacons, repairs of .....	do .....	1,000 00	Do.
	Mount Desert Rock and Martinicus light-houses.	Fog-signals .....	do .....	5,000 00	Do.
	St. Croix, Portland breakwater, Kennebec and Penobscot rivers, &c.	Buoys and beacons .....	do .....	2,000 00	Placed.
	Kennebunk harbor .....	Light on pier-head .....	do .....	500 00	Completed, and notice issued for lighting.
	Edgemoggin reach .....	Light-house .....	do .....	6,000 00	Completed.
	Castine harbor .....	Beacons .....	do .....	5,000 00	Do.
	Big island, mouth of St. Croix river.	Light-house .....	do .....	9,000 00	Do
	Southern island .....	do .....	do .....	4,500 00	Title perfected; to be erected next season.
	Winter harbor .....	do .....	do .....	4,500 00	Completed.
	West Passamaquoddy bay .....	Two beacons .....	do .....	3,000 00	Do.
	Noddle's island .....	Light-house .....	do .....	4,500 00	Title not perfected to site.
	Dry Point .....	do .....	do .....	6,000 00	Title to site not perfected.
	Mount Desert Rock .....	do .....	Aug. 18, 1856	10,000 00	Necessary steps taken to execute this work next season.
	Martinicus Rock .....	do .....	do .....	35,500 00	Do. do.
	Seguin .....	do .....	do .....	35,000 00	Do. do.
	West Quoddy Head .....	do .....	do .....	15,000 00	Do. do.
	Brown's Head .....	do .....	do .....	5,000 00	Under construction.
	Marshall's Point .....	do .....	do .....	5,000 00	Preparations made for erecting next season.
	Fort Point .....	do .....	do .....	5,000 00	Do. do.
	Deer Island thoroughfare .....	do .....	do .....	5,000 00	To be erected next season.
	Bass Head harbor .....	do .....	do .....	5,000 00	Do. do.
	Spoon island .....	do .....	do .....	1,000 00	Do. do.

Massachusetts .....	Widow's island.....	do.....	do.....	7,500 00	Do.	do.
	White Head light-house.....	Bell-buoy.....	do.....	5,000 00	Do.	do.
	On ledge east of Boone island..	do.....	do.....	5,000 00	Do.	do.
	Fiddler's ledge.....	Stone-beacon.....	do.....	3,000 00	Do.	do.
	Water of Maine.....	Buoys.....	do.....	3,000 00	Buoys to be procured and placed next season.	
	Round 1st nd, Machias bay.....	Light-house.....	do.....	5,000 00	To be erected next season.	
	Sow and igs.....	do.....	do.....	20,000 00	Preliminary steps taken for commencing the work on the site.	
	Gay Head.....	do.....	Aug. 3, 1854	30,000 00	Completed.	
	Truro, (Highlands,) Cape Cod..	do.....	do.....	25,000 00	Keeper's house completed; tower to be built next season.	
	Brant Point.....	do.....	do.....	15,000 00	Completed.	
	Point of Rocks.....	do.....	Aug. 18, 1856	5,000 00	Referred to the Superintendent of the Coast Survey for report as to necessity as an aid to navigation.	
	New south shoal, off Nantucket..	Light-vessel.....	March 3, 1855	30,000 00	Completed and placed at station.	
	Newburyport.....	Beacons.....	Aug. 18, 1856	2,000 00	To be completed next season.	
	Billingsgate island.....	Light-house.....	do.....	14,000 00	New site to be selected, and new tower erected.	
	Old Cock, &c.....	Beacons.....	do.....	3,000 00	To be built next season.	
	Eastern Point light-house.....	Fog-bell.....	do.....	800 00	Under construction.	
	Bishop and Clerks' shoal.....	Light-house.....	do.....	20,000 00	To be built next season.	
	Lane's Point.....	Beacon.....	do.....	700 00		
	Minot's Ledge.....	Light-house.....	do.....	75,000 00	Under construction.	
	Burlington.....	Pier-lights.....	Aug. 3, 1854	2,000 00	Completed and lighted.	
Vermont .....	Juniper island.....	Fog-signal.....	do.....	800 00	Erected.	
Rhode Island.....	Beaver Tail.....	Light-house and fog-signal.....	do.....	14,500 00	Completed and lighted.	
	Watch Hill.....	Light-house, &c.....	do.....	8,300 00	Do.	
	Block island.....	Beacon and spindle.....	do.....	2,000 00	To be erected with new light-house.	
	Lime Rock light-house.....	Keeper's dwelling, &c.....	Aug. 18, 1856	1,500 00	Under construction.	
	Dutch island.....	Light-house.....	do.....	4,000 00	To be rebuilt next season.	
	Nayat Point.....	do.....	do.....	6,500 00	Under construction.	
	Watch Hill light-house.....	Sea-wall.....	do.....	10,000 00	To be repaired next season.	
	Block island.....	Light house.....	do.....	9,000 00	To be rebuilt next season.	
	Sandspit, off Cannonicut Point..	Beacon.....	do.....	1,000 00	To be erected next season.	
	Goat island light-house.....	Dyke-wall, &c.....	do.....	2,500 00	Do.	
	Point Judith light-house.....	Keeper's dwelling, &c.....	do.....	3,500 00	Do.	



## STATEMENT—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated.	Action taken.
Connecticut. ....	Below Middletown, in Connecticut river.	Beacon lights, buoys, &c.	Mar. 3, 1853	\$3,000 00	Beacons erected and lighted; buoys placed.
	Saybrook. ....	Fog-bell. ....	Aug. 3, 1854	1,000 00	Placed.
	Sugar reef. ....	Beacon. ....	do. ....	2,500 00	Under contract.
	Long Point. ....	do. ....	do. ....	2,500 00	Do.
	Sea Flower reef. ....	do. ....	do. ....	2,500 00	Do.
	Lynde Point. ....	Fog-signal. ....	do. ....	800 00	Completed.
	Black ledge. ....	Beacon. ....	do. ....	2,000 00	Under contract.
	Whale. ....	do. ....	do. ....	2,000 00	Do.
	North Dumpling. ....	Fog-bell. ....	do. ....	800 00	Completed and placed.
	Lynde Point light-house. ....	Keeper's dwelling, &c. ....	Aug. 18, 1856	8,600 00	To be erected next season.
	Cornfield Point. ....	Light-vessel. ....	do. ....	18,370 00	Under construction.
	Bay of New York. ....	Two beacons, main channel.	Mar. 3, 1853	6,000 00	Completed; ready for lighting.
	Do. ....	Two lights, Gedney's channel.	Aug. 31, 1852	} 30,000 00	
New York. ....	Do. ....	Two range-lights, swash. ....	do. ....		
	Horse-shoe reef, Niagara river. ....	Light-house. ....	Aug. 3, 1854	45,000 00	Completed and lighted.
	Point au Roche. ....	do. ....	Aug. 21, 1852	5,000 00	Title-papers in hands of law officers.
	Sag Harbor. ....	Beacon. ....	do. ....	1,150 00	Completed.
	Hudson river. ....	Three small beacons. ....	do. ....	1,500 00	Titles defective.
	Carlton Head. ....	Beacon-lights. ....	Mar. 3, 1853	1,000 00	Title defective.
	Buffalo light-house. ....	Fog-signal. ....	do. ....	2,500 00	Completed.
	Great West bay. ....	Light-house. ....	Aug. 18, 1856	12,000 00	Title not perfected.
	Little Gull island. ....	Fog-signal. ....	Aug. 3, 1854	2,500 00	Constructed and placed.
	Stony Point light-house. ....	do. ....	do. ....	800 00	Do.
	Lloyd harbor. ....	Beacon-light. ....	do. ....	4,000 00	Title-papers in hands of law officers.
	Race Point. ....	Light-house. ....	do. ....	8,000 00	Do.
	Horton's Point. ....	do. ....	Aug. 18, 1856	7,500 00	Do.
	Windmill Point. ....	do. ....	Aug. 3, 1854	8,000 00	Do.
	Isle au Motte. ....	Small light. ....	do. ....	560 00	Do.

## New Jersey

Crown point.....	Light-house.....	do.....	8,000 00
White Hall.....	Nine small lights.....	do.....	4,500 00
Shagwong reef.....	Bell buoy.....	do.....	5,000 00
Romer shoal.....	Iron pile beacon.....	do.....	25,000 00
Sand's point light-house.....	Preservation of site.....	Aug. 18, 1856	4,935 00
Execution rocks light-house.....	do.....	do.....	5,250 00
Hen and Chickens rock.....	Iron spindle.....	do.....	700 00
Hudson river piers.....	Protection of.....	do.....	5,448 00
Tarrytown point.....	Light-house.....	do.....	7,000 00
Mouth of Genesee river.....	Protection of site.....	do.....	2,000 00
Van Wies' dam.....	Beacon light.....	do.....	1,200 00
Charity shoals.....	Day beacon.....	do.....	5,000 00
Absecum inlet.....	Light-house.....	do.....	17,436 62
Barneget.....	Light-house.....	do.....	45,000 00
Bergen point.....	do.....	do.....	20,000 00

## Delaware

Passaic.....	do.....	do.....	20,000 00
Cross ledge.....	do.....	do.....	Additional..
Port Penn.....	Beacon-light.....	August 3, 1854..	750 00
Cape Henlopen light house.....	Refitting.....	do.....	15,000 00
Ship John shoal.....	Light house.....	August 18, 1856	Additional..
Reedy island light-house.....	Preserving site.....	do.....	do.....
Fenwick island shoal.....	Iron bell buoy.....	do.....	5,000 00
Fenwick's island.....	Light-house.....	do.....	25,000 00

## Maryland

Brandywine light-house.....	Repairing.....	do.....	7,352 03
Do.....	Making additions, &c.....	do.....	18,121 44
Sevenfoot knoll.....	Light-house.....	August 3, 1854..	do.....
Sandy point.....	do.....	do.....	8,000 00
Drum point.....	do.....	do.....	5,000 00
Love Point.....	do.....	do.....	15,000 00
Eastern bay and tributaries.....	Buoys, &c.....	August 18, 1856	5,000 00
Fort Washington.....	Beacon light.....	do.....	500 00
Jones' point.....	Light-house.....	March 3, 1855..	5,000 00
Smith's point.....	do.....	August 3, 1854..	25,000 00
False Cape Henry.....	do.....	do.....	25,000 00
Cherrystone.....	do.....	do.....	10,000 00

## Virginia

Do.	Completed and placed..
Do.	Work not commenced.
Do.	Under contract.
Do.	Do.
Do.	To be erected next season.
Do.	Under contract.
Do.	Negotiating for purchase of site.
Do.	Work to be done next season.
Do.	To be built next season.
Do.	Under construction.
Do.	Nearly completed.
Do.	Steps taken for commencing the work.
Do.	Preparations made for commencing the work.
Do.	Do.
Do.	Under construction.
Do.	Awaits completion of pier.
Do.	Completed.
Do.	Under construction.
Do.	Work to be completed this season.
Do.	Completed and placed.
Do.	Title and cession of jurisdiction to be obtained.
Do.	Work in progress.
Do.	Do.
Do.	Completed and lighted.
Do.	Site selected; awaits title to site.
Do.	Do.
Do.	Site selected and plans prepared.
Do.	Buoys being prepared for placing.
Do.	Light to be erected in November.
Do.	Completed.
Do.	Site examined and plans prepared.
Do.	Awaits cession of jurisdiction.
Do.	Site examined and plan prepared.

## STATEMENT—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated.	Action taken.
Virginia—Continued.	Naval hospital, Norfolk .....	Small light .....	August 3, 1854.	\$500 00	Light to be placed before the close of the season.
	Stingray point.....	Light-house .....	do. ....	12,000 00	Site examined and plan prepared.
	Cape Charles.....	do. ....	August 18, 1856	35,000 00	New site to be selected and work done next season.
	Pungoteague.....	do. ....	do. ....	5,000 00	Site to be selected and purchased.
North Carolina.....	Upper jettee, Cape Fear .....	do. ....	August 3, 1854.	.....	Completed and lighted.
	Wade's point. ....	do. ....	do. ....	10,000 00	Do. do.
	Cape Hatteras .....	Beacon light.....	do. ....	1,500 00	Do. do.
	Roanoke marshes.....	Light-house .....	do. ....	10,000 00	Title not perfected.
	Royal shoal.....	do. ....	do. ....	10,000 00	Under construction.
South Carolina.....	Charleston battery .....	Harbor light.....	August 31, 1852	500 00	Title to site not perfected.
	South and North island points, Georgetown.	Beacon lights.....	August 18, 1856	Additional..	Title imperfect.
	Charleston light.....	Beacon to range, &c. ....	August 3, 1854.	1,000 00	To be built before close of season.
	Cape Roman.....	Light-house .....	do. ....	30,000 00	Under construction and near completion.
	North Edisto .....	Light-house and beacon .....	do. ....	15,000 00	Defective title.
	Hunting island.....	Light-house .....	do. ....	30,000 00	Do.
	St. Helena sound .....	Day beacon .....	do. ....	800 00	Do.
	Martin's industry .....	Light vessel.....	do. ....	30,000 00	Completed and placed at her station.
	Hilton head .....	Light-house and beacon .....	do. ....	10,000 00	Defective title.
	Calibogue sound .....	Beacons .....	do. ....	5,000 00	Do.
	Charleston light-house.....	1st order apparatus, &c. ....	August 18, 1856	15,000 00	Apparatus ordered.
	Morris' island .....	Keeper's house. ....	do. ....	2,500 00	To be erected this season.
	Mount Pleasant.....	Light-house .....	do. ....	6,000 00	Preliminary steps taken.
	Fort point.....	do. ....	do. ....	6,000 00	Do. do.
Georgia.....	Sapelo Island.....	Beacon light.....	do. ....	1,500 00	Site to be selected and title obtained to it.
	Savannah.....	Small light.....	do. ....	2,000 00	Site to be selected and title obtained to it.
	Savannah river entrance.....	Bell buoy.....	do. ....	5,000 00	To be built by contract immediately.

Florida	Doboy bar.....	do.....	do.....	5,000	To be built by contract immediately.
	St John's river.....	Light-house and beacon.....	August 3, 1854.	15,000 00	Title to site defective.
	Pensacola.....	Light-house and range.....	August 18, 1856	Additional..	Plans in preparation; work to be commenced immediately.
	Cape Florida.....	Refitting light-house.....	August 3, 1854.	15,000 00	Completed.
	Fort McRea.....	Beacon light.....	do.....	1,000 00	Work to be executed in connexion with the general system of range lights for the harbor.
	Apalachicola bay and St. George's sound.	Day beacons and buoys.....	do.....	3,500 00	
	Southwest cape, Apalachee bay.	Light-house.....	do.....	15,000 00	
	Ocklockonce shoal.....	Beacon, buoy, and beacon boat.	do.....	5,000 00	Completed and placed.
	St. George's sound.....	Beacon light.....	do.....	5,000 00	Arrested by Indian war.
	Jupiter inlet.....	Light-house.....	August 18, 1856	Additional..	Work to be resumed this fall.
	Rebecca shoal.....	Beacon.....	do.....	do.....	To be built by contract immediately.
	St. John's river.....	Bell buoy.....	do.....	5,000 00	Vessel in preparation for station.
	Dame's point.....	Light vessel.....	do.....	9,500 00	Sites to be selected and titles obtained.
	Piney point, Cuckoo point, and Nine-mile point, in St. John's river,	Beacon lights.....	do.....	15,000 00	
	St. John's river.....	Buoys and day marks.....	do.....	2,000 00	Buoys ordered.
	Sea-horse reef.....	Day beacon.....	do.....	3,000 00	No steps taken yet.
	Cedar Key channel and Menetee river.	Buoys and stakes.....	do.....	1,200 00	Buoys ordered.
	Dry Tortugas.....	Light-house.....	do.....	35,000 00	Plans in preparation.
	Egmont key.....	do.....	do.....	16,000 00	Plans in preparation.
	Turtle harbor.....	Day beacon.....	do.....	1,500 00	
	St. Andrew's bay.....	Light-house.....	do.....	15,000 00	Site to be selected and title obtained.
	St. Andrew's bay.....	Buoys and stakes.....	do.....	4,000 00	Buoys ordered.
	Pensacola bay and tributaries ..	Buoys and day marks.....	do.....	3,500 00	Do
Alabama	Coffin's Patches.....	Light-house.....	do.....	Additional..	Under construction.
	Revenue point .....	Beacons.....	Aug. 31, 1852	3,000 00	Do
	Sand island.....	Light house .....	Aug. 18, 1856	35,000 00	Plans in preparation.
Mississippi	Choctaw point light-house.....	Repairing, &c.....	do.....	20,000 00	Work to be done this season.
	St. Joseph's island .....	Light-house.....	Aug. 3, 1854	10,000 00	Title defective.
	Round island .....	do.....	Aug. 18, 1856	8,000 00	To be rebuilt next season.
	Cat island.....	do.....	do.....	12,000 00	Do do

## STATEMENT—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated.	Action taken.
Louisiana .....	Chandeleur island.....	Light-house .....	March 3, 1853	\$15,000 00	Completed and lighted.
	Port Pontchartrain.....	do.....	Aug. 3, 1854	6,000 00	Do do
	Bayou St. John's.....	do.....	do.....	6,000 00	Work delayed by canal company.
	New canal.....	do.....	do.....	6,000 00	Completed and lighted.
	Proctorsville.....	Beacon light.....	do.....	6,000 00	Title defective.
	Southwest pass, Mississippi river	Bell boat.....	do.....	5,000 00	Completed and lighted.
	Shell keys.....	Light house.....	do.....	30,000 00	Site examined and plans in preparation.
	Horn island.....	Day beacon.....	do.....	1,500 00	Under construction.
	Grand pass, Barataria bay.....	Light-house.....	do.....	10,000 00	Do
	Timballier bay.....	do.....	do.....	15,000 00	Title-papers in hands of law officers.
	Rigolets.....	do.....	do.....	5,000 00	Completed and lighted.
	Southwest pass, Mississippi river	do.....	do.....	45,000 00	Site examined and selected preparatory to making plan.
	Pass Manchac.....	do.....	Aug. 18, 1856	10,000 00	
	Atchafalaya bay.....	do.....	do.....	20,000 00	Site to be selected and plan prepared.
Texas .....	Mouth of Amite river.....	do.....	do.....	6,000 00	Do do
	Ship shoal.....	do.....	do.....	38,019 70	Under construction
	Aransas pass.....	do.....	Aug. 31, 1852	15,000 00	Completed.
	Sabine river.....	do.....	{ Mar. 3, 1853 } { Mar. 3, 1855 }	30,000 00	Under construction and near completion.
	Galveston.....	Beacon lights.....	Aug. 3, 1854	1,000 00	Completed and lighted.
	Halfmoon reef.....	Light house.....	do.....	10,000 00	Plan in preparation.
	North breakers, Galveston bay..	Beacon.....	do.....	5,000 00	Under contract.
	Swash, abreast of Alligator Head	Light-house.....	Aug. 18, 1856	10,000 00	Examinations of site to be made.
	Saluria, mouth of bayou.....	Beacon light.....	do.....	500 00	Steps taken for erecting the beacon immediately.
	Aransas bay.....	Buoys and stakes.....	do.....	3,000 00	Buoys ordered.
Ohio.....	Rio Grande river.....	Light-house.....	do.....	6,000 00	Site to be examined and title obtained.
	Corpus Christi.....	Beacon light.....	do.....	5,000 00	Do do
	Huron.....	do.....	do.....	14,580 00	Work to be commenced without delay.
	Black river.....	Light-house and pier.....	do.....	18,326 00	Do do

Michigan.....	Maumee bay.....	Range light .....	.....do.....	3,500 00	Do	do
	Eagle river.....	Light-house .....	Sept. 28, 1854	5,000 00	Not commenced; will not be completed this season.	
	Round island .....	Beacon light .....	Aug. 31, 1852	4,000 00	Completed; 5th order lens, fixed, varied by flashes.	
	Mouth of South Black river....	Light-house .....	.....do.....	5,000 00	The owners demand so large a price, that the land has not been purchased.	
	Point Betsey .....	.....do.....	March 3, 1853	5,000 00	Not commenced; will not be completed this season.	
	Grand Island harbor.....	.....do.....	.....do.....	5,000 00	Completed; 4th order lens, fixed, varied by flashes.	
	Rock harbor, Isle Royale .....	.....do.....	.....do.....	5,000 00	Completed; 4th order lens, fixed.	
	Portage river.....	.....do.....	.....do.....	5,000 00	Completed; fifth order lens, fixed, varied by flashes.	
	Point Iroquois.....	.....do.....	.....do.....	5,000 00	Completed.	
	La Pointe.....	.....do.....	Mar. 3, 1855	5,000 00	Under construction; will be finished this season.	
	Thunder bay island light-house..	Fog bell.....	.....do.....	2,500 00	Completed.	
	Michilimackinac.....	Light-house and fog bell..	Aug. 3, 1854	6,000 00	Jurisdiction not ceded; cannot be obtained until meeting of legislature.	
	Old Fort Mackinac.....	Light-house .....	.....do.....	6,000 00	Purchase of site not concluded.	
	Beaver island.....	.....do.....	.....do.....	6,000 00	Under construction; will be completed this season.	
	Detroit river, &c.....	Buoys .....	Aug. 18, 1856	5,000 00	Instructions given for placing the buoys on the opening of navigation next season.	
Illinois.....	Traverse or Charity island.....	Light-house .....	.....do.....	5,000 00	Under construction.	
	Au Sable river.....	.....do.....	.....do.....	5,000 00	Site to be examined, and purchase negotiated.	
	Fort Austin.....	.....do.....	.....do.....	5,000 00	Do.	do.
	Point Peninsula .....	.....do.....	.....do.....	5,000 00	Do.	do.
	Sand point.....	Beacon light.....	.....do.....	1,000 00	Do.	do.
	Grand Point au Sable.....	Light-house .....	.....do.....	6,000 00	Do.	do.
	Chicago.....	.....do.....	Aug. 31, 1852	.....	Additional appropriations required.	
	Breakwater, Waukegon.....	Beacon light.....	Aug. 3, 1854	1,000 00	Breakwater not in condition to receive beacon.	
	Taylorport.....	Light-house .....	.....do.....	5,000 00	Completed.	

## STATEMENT—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated.	Action taken.
Wisconsin.....	Port Ulao .....	Small beacon light. ....	Aug. 3, 1854	\$1,000 00	Action deferred for want of perfect title to site.
	Milwaukie .....	do. ....	do. ....	1,000 00	Waiting for construction of pier; will not be completed this season.
	Fond du Lac .....	Light-house .....	do. ....	10,000 00	Title to site imperfect.
	Port de Mort .....	do. ....	Aug. 18, 1856	6,000 00	Work to be done next season.
	Kenosha .....	do. ....	do. ....	1,000 00	Do do.
Minnesota.....	Portage, Lake Michigan.....	do. ....	do. ....	5,000 00	Do do.
	Minnesota point.....	do. ....	March 3, 1855	15,000 00	Foundation to be laid this season; will be completed next season.
	Beaver bay.....	do. ....	Aug. 18, 1856	6,000 00	Examinations to be made of site.
Pennsylvania .....	Grand Marais.....	do. ....	do. ....	6,000 00	Do do.
	Erie .....	Beacon light.....	do. ....	5,250 00	Work to be done next season.
California .....	Farrallones island .....	Light-house .....	do. ....	do. ....	Completed and lighted.
	Monterey .....	do. ....	do. ....	do. ....	Do do.
	Point Conception.....	Light-house and fog-bell.....	do. ....	do. ....	Do do.
	San Diego.....	Light-house .....	do. ....	do. ....	Do do.
	Humboldt harbor .....	do. ....	do. ....	do. ....	Completed, and to be lighted November 1, 1856.
	San Pedro bay.....	do. ....	Aug. 18, 1856	Additional..	Awaits title to site.
	Santa Barbara.....	do. ....	do. ....	do. ....	Completed and lighted.
	Santa Cruz.....	do. ....	do. ....	do. ....	Condemned.
	Punta de los Reyes.....	do. ....	Aug. 3, 1854	25,000 00	Awaits title to site.
	Crescent city.....	do. ....	March 3, 1855	15,000 00	Under construction.
	Trinity bay.....	do. ....	do. ....	15,000 00	do. ....
	Point Duma.....	do. ....	do. ....	35,000 00	Site to be selected.
	Cape Mendocino .....	do. ....	do. ....	40,000 00	do. ....
	Pacific coast.....	Vessel for.....	do. ....	60,000 00	do. ....
	South Farrallones.....	Road to peak.....	do. ....	1,500 00	Work to be done immediately.
	Point Loma.....	Road to light-house.....	do. ....	1,500 00	Do do.
	Point Conception .....	Improving road.....	do. ....	1,000 00	Do do.

Oregon Territory ----	Umpqua .....	Light-house.....	{	Aug. 31, 1852	15,000 00	} To be completed without delay.
				Aug. 3, 1854	10,000 00	
Washington Territory.	Cape Hancock.....	do.....				Completed and lighted.
	Blunt, or Smith's island.....	do.....		Aug. 3, 1854	25,000 00	Work delayed on account of Indian war.
	Cape Shoalwater.....	do.....		do.....	25,000 00	Do. do. do.
	Cape Flattery and New Dun- geness.....	Two light-houses.....		do.....	39,000 00	Do. do. do.
	Red Bluff.....	One light-house.....		Aug. 18, 1856	25,000 00	Referred to Superintendent of Coast Survey.



## No. 93.

*Proceedings of the fifth annual meeting of the Board of Supervising Inspectors, (appointed under the act of Congress, August 30, 1852,) held at Boston, Massachusetts, October 9, 1856.*

Pursuant to adjournment, the board convened in the above city, and in the absence of the president, on motion, Charles W. Copeland was elected president *pro tem.*, when the following members were in attendance:

William Burnett.....	1st district.
Charles W. Copeland.....	2d “
John S. Brown.....	3d “
Davis Embree.....	5th “
Augustus Walker.....	9th “

There being but a quorum of members present, and information having reached the board that other members would arrive during the day, on motion, the board adjourned until Friday morning, 9 o'clock.

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FRIDAY, October 10, 1856.

The board met at 9 o'clock, a. m.; was called to order by the president *pro tem.* The secretary called the list of members, and the following were in attendance:

Charles W. Copeland .....	2d district, president <i>pro tem.</i>
William Burnett.....	1st “
John S. Brown.....	3d “ secretary.
Davis Embree .....	5th “
Benjamin Crawford .....	7th “
Isaac Lewis.....	8th “
Augustus Walker .....	9th “

A letter was received this morning by the secretary from Mr. John Shallcross, president of the board, stating his inability to be present at the present session, owing to indisposition. On motion, the secretary was requested to note upon the journal the cause of his absence.

In accordance with instructions from the Navy Department, William E. Everett, chief engineer United States navy, appeared at the opening of the board, and was, on motion, unanimously invited to be present during the session.

At this stage of the proceedings, Mr. Brown asked permission to announce to the board the decease of William E. Muir, esq., of New Orleans, supervising inspector of 4th district. Suitable and appropriate remarks were introduced in reference to his character, and the relation he sustained to the board; at the conclusion of which, the following preamble and resolutions were read and unanimously adopted:

"Impressed with the brevity of human life, we turn to the place now vacant at our board, rendered so by the recent demise of our esteemed friend and colleague, William E. Muir, of New Orleans, who found a watery grave while in the discharge of his duty, by the loss of the steamship *Nautilus*, in the Gulf of Mexico, on her voyage from Galveston to New Orleans, on the 10th of August last.

"The blow thus struck by the common leveler of man under auspices the most favorable, would be well calculated to sadden our hearts; but the sudden and appalling circumstances attending his death may well cause grief of no ordinary kind.

"Death has made its inroad at our board; one of the younger members, in the full vigor of manhood, has perished in that noble but ill-fated steamer, during the terrific storm which swept over that portion of the southern coast.

"The magnificent steamer, with all her living freight, was suddenly engulfed, with the exception of one human being, (the steward of the ship,) whose province it was to exclaim with Job's servant, 'I alone have escaped to tell thee.'

"When the elements of nature are convulsed in overwhelming terror, the works of man are as but chaff before the wind.

"There was no safety in the ship; the life of man was blotted out in a moment.

"We can scarcely realize the fact that our associate, who has been so frequently with us, and of us, arduously engaged in our responsible duties, is now a stiffened corpse in the deep green sea. We reiterate, he died in the performance of his duty; we deeply lament his loss.

"In connexion with this sad event, the board would also notice the death of Anderson Marsh, local inspector of New Orleans, who was in company with our friend and fellow member, and met a similar fate.

"*Resolved*, That in the death of our esteemed friend and fellow member, William E. Muir, of New Orleans, while in the discharge of his duty, we humbly bow in submission to the Divine will, yet feel we have sustained a loss which we cannot adequately express, by the sudden and unexpected removal of him thus taken from us. As a friend, he was true; and in every relation of life, respect and affection attended him, and those who knew him best esteemed him most.

"*Resolved*, That we extend our sympathies to those of the family of Mr. Muir, who, in their bereavement, have thus early been deprived of a careful father and kind protector, and share with the relatives and friends in this, our mutual affliction.

"*Resolved*, That we condole with the family and friends of Anderson Marsh, late local inspector of New Orleans, in the great loss they have sustained in his death, he being in company with Mr. Muir in the discharge of his duties, and with him lost by the sinking of the steamship *Nautilus*.

"*Resolved*, That the secretary of this board be requested to transmit a copy of the proceedings in relation to William E. Muir and Anderson Marsh to their respective families."

The minutes of proceedings of the fourth annual meeting, held at St. Louis, Missouri, October, 1855; also, the proceedings of special

meeting, held at Washington city, District of Columbia, in April, 1856, were read and approved.

Mr. Embree, from the fifth district, presented a communication from James H. McCord, inspector of boilers and machinery at St. Louis, Missouri, on the subject of fusible alloys and water-gauges; which, when read, was laid on the table for the present.

Mr. Shallcross, from the sixth district, forwarded to the board this morning a letter upon the subject of loss of life and property on steam vessels by fire, making sundry suggestions in reference thereto; which were read, and, on motion, laid on the table for the present. Also, accompanying this communication, were received the reports of the local boards at Louisville, Kentucky, and Nashville, Tennessee, which will be presented when reports are called for.

No other memorials or petitions being presented, reports from supervising inspectors as to the operations of their various local boards during the past year were called for by districts.

Mr. Burnett, from the first district, presented reports from the local boards at Boston, New London, and Portland.

Mr. Copeland submitted reports from the local boards at New York and Philadelphia.

Mr. Brown, from the third district, presented reports from the local boards at Baltimore, Norfolk, Charleston, and Savannah.

Fourth district not represented.

Mr. Embree, from the fifth district, submitted a report from St. Louis, and also a report of inspection of steamers, conducted under his personal attention.

Reports were received from the Louisville board and Nashville board, forwarded by Mr. Shallcross, which were read, embracing the sixth district.

Mr. Crawford read the reports from the Cincinnati and Wheeling board—the Pittsburg report not having been received, but expected; when received, would complete the seventh district.

Mr. Lewis, from the eighth district, presented reports from Chicago and Detroit, together with the list of steamers inspected by himself.

Mr. Walker, from the ninth district, presented reports from Cleveland, Burlington, (Vermont,) Buffalo and Oswego, New York.

The districts having been called over, and the various reports read, on motion, the board adjourned to 7 o'clock, p. m.

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#### EVENING SESSION—7 o'clock.

The Board met and was called to order by the president *pro tem*. Present, all the members in attendance.

The unfinished business of the preceding meetings was called for; the first in order was the committee on signal lights, referred to this meeting. Mr. Burnett, the chairman of the committee, asked further time, which was granted.

The communication of W. W. Guthrie, embracing a letter of Mr. Tolle, on the subject of fusible alloys, placed on file at the last annual

meeting, was taken up and referred to the following committee: Messrs. Crawford, Embree, and Lewis.

The committee appointed at the special meeting held in April last, to whom was referred a form of circular to be sent to masters and owners of steamers, relating to precautions against accidents; also, the rules and regulations adopted by the board, at their different sessions, for the observance of the local boards of inspectors, in reference to fires and accidents; the chairman, Mr. Muir, having died since the last meeting, on motion, Mr. Crawford was substituted as chairman.

The board spent some time in considering the practice of local boards in granting licenses where difference was found to exist. An arrangement was adopted by which the same would be harmonized, when, on motion, the board adjourned until 9 o'clock to-morrow morning.

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SATURDAY MORNING—9 o'clock.

The Board met, and was called to order by the president *pro tem.*; members in attendance all present. Proceedings of yesterday read and approved.

On motion, the reports from the local boards, as far as received, were referred to the committee on general report, consisting of the following members, viz: Messrs. Burnett, Crawford, Lewis, and Walker.

On motion, the letter of Mr. Shallcross, making sundry suggestions in regard to fires in steamers, was taken up, and, on motion, was referred to the committee on accidents and fires—Mr. Crawford, chairman.

Congress having, at its session in 1855, passed an act defining the space that shall be allowed for passengers on board all sea-going vessels, (sea steamers included,) and as the rules and regulations laid down by the supervising inspectors in December, 1852, in regard to space for passengers on steam vessels, may not, in all respects, be found to agree with the above act of 1855, therefore—

*Resolved*, That a committee, consisting of the members from the first, second, and third districts, compare said regulations with the act referred to, and report what differences, if any, are found to exist; and also to prepare regulations in accordance with said act for the action of the board.

A motion was made and adopted, that when the Board adjourn, it stands adjourned to Monday evening, 7 o'clock, in order to allow time for the various committees to prepare their reports for the consideration of the board.

Some time was spent in discussing various matters in regard to effectually carrying out the steamboat law; after which, on motion, the board adjourned to 7 o'clock, p. m., Monday evening.

MONDAY EVENING, October 13—7 o'clock.

The board met pursuant to adjournment, and was called to order by the president, *pro tem.* All the members in attendance present.

The minutes of preceding meeting read and approved.

Petitions or memorials called for ; none were presented, when reports from committees were called for.

The committee appointed to compare the regulations adopted by the board in 1852, with the law of Congress passed in 1855, in reference to space for passengers, submitted their report ; which was read, and on motion, adopted.

The committee to whom was referred the subject of signal lights and pilots' rules, submitted a report, which was read, and explanations given with regard to some proposed alterations ; and after some time spent in consideration of the same, on motion, the report was laid on the table, for the purpose of considering the same in committee of the whole. After which, on motion, the board adjourned until two o'clock, p. m. to-morrow, to allow the committees further time to report.

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TUESDAY, October 14—2 o'clock, p. m.

The board met at the hour appointed ; present, all the members in attendance.

Minutes of previous meeting read and approved.

Memorials or petitions called for ; none presented.

Reports from committees.

The committee on fusible alloys and water-gauges made their report, which was read, and, for the present, action thereon deferred.

The committee who reported at the meeting of yesterday on the subject of space for passengers on sea-going steamers, and which report was adopted, asked leave to have the same returned to them, for the purpose of adding thereto ; the request was granted and the report returned.

Mr. Berry J. Warner appeared before the board with "Thompson's graduating life-preserving seat," and after describing its properties and qualities, on motion, the matter was referred to the following committee, viz. Messrs. Lewis, Embree and Walker.

The committee on the space of passengers asked leave to submit the annexed report, as a substitute for the one yesterday reported, and asked that the first do not appear on the printed minutes, the same being unnecessary:

"Your committee, to whom was referred the matter of space for deck-passengers, having before them the act of Congress of March 3, 1855, have reconsidered their former report, and beg leave to submit the following substitute :

"That they have carefully compared the regulations of this board, as established by their action at the New York meeting, in December, 1852, with the act of Congress passed March 3, 1855, entitled 'An act to regulate the carriage of passengers in steamships and other

vessels,' and find that, in regard to the space allowed, the regulations of the board conflict in some respects with said act.

"Your committee would therefore recommend that the regulations already established by this board, at the New York meeting, in reference to space for passengers, be continued in force in the inspection of all steamers, except sea-going steamers, which are subject to the act of March 3, 1855.

"Such sea-going steamers must be fitted in accordance with said act, and the local boards, in their future inspection, are hereby directed to see that the requirements of this act are complied with.

### CHAPTER 213.

"AN ACT to regulate the carriage of passengers in steamships and other vessels.

*"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That no master of any vessel owned in whole or in part by a citizen of the United States, or by a citizen of any foreign country, shall take on board such vessel at any foreign port or place other than foreign contiguous territory of the United States, a greater number of passengers than in proportion of one to every two tons of such vessel, not including children under the age of one year in the computation, and computing two children, over one and under eight years of age, as one passenger. That the spaces appropriated for the use of passengers, and which shall not be occupied by stores or other goods, not the personal baggage of such passengers, shall be in the following proportions, viz: on the main and poop decks or platforms, and in the deck houses, if there be any, one passenger for each sixteen clear superficial feet of deck, if the height or distance between the decks or platforms shall not be less than six feet; or on the lower deck (not being an orlop deck) if any, one passenger for eighteen such clear superficial feet, if the height or distance between the deck or platforms shall not be less than six feet, but so as that no passenger shall be carried on any other deck or platform, nor upon any deck where the height or distance between decks is less than six feet, with intent to bring such passenger to the United States, and shall leave such port or place and bring the same or any number thereof within the jurisdiction of the United States; or if any such master of any vessel shall take on board his vessel, at any port or place within the jurisdiction of the United States, any greater number of passengers than in the proportion aforesaid to the space aforesaid, or to the tonnage aforesaid, with intent to carry the same to any foreign port or place other than foreign contiguous territory as aforesaid, every such master shall be deemed guilty of a misdemeanor, and upon conviction thereof before any circuit or district court of the United States, shall, for each passenger taken on board beyond the limit aforesaid, or the space aforesaid, be fined in the sum of fifty dollars, and may also be imprisoned at the discretion of the judge before whom the penalty shall be recovered, not exceeding six months; but should it be necessary, for the safety or convenience of the vessel, that any portion of her cargo, or any other article or articles, should be placed on, or stored in



any of the decks, cabins, or other places appropriated to the use of passengers, the same may be placed in lockers or inclosures prepared for the purpose, on an exterior surface impervious to the wave, capable of being cleansed in like manner as the decks or platforms of the vessel. In no case, however, shall the places thus provided be deemed to be a part of the space allowable for the use of passengers, but the same shall be deducted therefrom; and in all cases where prepared or used, the upper surface of said lockers or enclosed spaces shall be deemed and taken to be the deck or platform from which measurement shall be made for all the purposes of this act.

"It is also provided, that one hospital, in the spaces appropriated to passengers, and separate therefrom by an appropriate partition, and furnished as its purposes require, may be prepared, and when used, may be included in the space allowable for passengers, but the same shall not occupy more than one hundred superficial feet of deck or platform: *Provided*, That on board two-deck ships, where the height between the decks is seven and one-half feet or more, fourteen clear superficial feet of deck shall be the proportion required for each passenger.

"SEC. 2. *And be it further enacted*, That no such vessel shall have more than two tiers of berths, and the interval between the lowest part thereof and the deck or platform beneath, shall not be less than nine inches, and the berths shall be well constructed, parallel with the sides of the vessel, and separated from each other by partitions, as berths ordinarily are separated, and shall be at least six feet in length, and at least two feet in width, and each berth shall be occupied by no more than one passenger; but double berths of twice the above width may be constructed, each berth to be occupied by no more, and by no other, than two women, or by one woman and two children under the age of eight years, or by husband and wife, or by a man and two of his own children under the age of eight years, or by two men, members of the same family; and if there shall be any violation of this section in any of its provisions, then the master of the vessel, and the owners thereof, shall severally forfeit and pay the sum of five dollars for each passenger on board of said vessel on such voyage, to be recovered by the United States in any port where such vessel may arrive or depart."

"And further, that there may be a uniform practice with the local inspectors in regard to the measurements necessary in determining the number of passengers allowed, the following instructions, issued by the Hon. Secretary of the Treasury for the guidance of collectors and others, are to be observed by them:

"In order to determine the number of passengers a vessel is entitled to carry, in accordance with the spaces prescribed by this act, the height between the decks must be measured, not as heretofore directed, from the bottom edge of the carlines or deck beams, but from the under surface of the upper deck to the top floor below; and no space shall be considered available for passengers, that has not, when measured in this manner, the height called for by law, as the case may be; nor shall any space in the vessel of a less width than four feet be measured; *Provided, however*, if the vessel shall, in accordance with the provisions of the first section of this act, carry any portion of the cargo,

or any other article or articles, on any of the decks, cabins, or other places appropriated to the use of passengers, in lockers or inclosures, prepared for the purpose, the height between decks shall be measured from the under surface of the upper deck to the upper surface of said lockers or inclosed spaces, which shall be deemed and taken to be the deck or platform from which measurement shall be made for all the purposes of this act, and the spaces occupied by said lockers or inclosed spaces shall be deducted from the space allowable for the use of passengers."

"The encumbering by merchandise or stores, not the personal baggage of the passengers, except in lockers or inclosures prepared for the purpose, of any part of the space occupied by the passengers, will vitiate the whole space, unless the part so encumbered be separated from that so occupied by a substantial bulkhead.

"The deck or platform must be of a permanent nature, flush, and impervious to water.

"All of which is respectfully submitted by the committee."

In order to give time to the various committees, on motion the board adjourned to Wednesday morning, 10 o'clock a. m.

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WEDNESDAY, October 15—10 o'clock, a. m.

The board met pursuant to adjournment; present, all the members in attendance.

The board was called to order by the president *pro tem*. Minutes of proceedings of previous meeting read and approved.

Memorials and petitions called for; none were presented,

Mr. Burnett stated he had this morning received by mail, the report of the local board of inspectors of Portland; which was read, and on motion, referred to the committee on the general report.

On motion, the report of the committee on fusible alloys and water-gauges was called up, and before proceeding to the consideration of the subject, the letters of W. W. Guthrie, M. Tolle, of Cincinnati, and J. H. McCord, of St. Louis, Missouri, bearing upon these subjects were read, together with the report; when, on motion, said report was unanimously adopted, as follows:

"Your committee to whom was referred the communication of W. W. Guthrie, inspector of boilers for the district of Cincinnati, enclosing a letter from M. Tolle, engineer, relating to fusible alloys, which were presented to the board at the last annual meeting; also, a communication from James H. McCord, inspector of boilers for the district of St. Louis, on the same subject, presented at the present session of the board, and also embracing the subject of water-gauges, have had the same under consideration, and beg leave to report:

"That in relation to the trouble in the use of alloys, the statements made in these communications only corroborate those that have been made from time to time, by many engineers and masters in their complaints to inspectors, in regard to the operation of the alloys.



That the alloys have been a great source of trouble and annoyance to those who have been compelled to use them, is well known to inspectors, and to this board; but, however desirous the board may be to relieve the complainants from these difficulties, or to grant the prayer of Mr. McCord, by a suspension of their application until something be found that will answer what is claimed for them, it is not in the power of this board to do so until there is some action in Congress on the subject. At the last session of Congress, a bill was reported to the House of Representatives from the Committee on Commerce, which, among other matters pertaining to steamboats, provides that rivets or plugs of pure tin shall be substituted for the alloys now required by law, the rivets or plugs to be placed in such parts of the boilers as are most exposed to danger from heat in case of a deficiency of water, whereby the plugs would be melted out and let steam escape before a state of danger would arise, or before the iron of the boiler could be injured by exposure to the heat of the fire; as pure tin melts at about four hundred and forty degrees of heat, whilst the iron will not be injured or deteriorated in strength until its temperature approaches six hundred degrees. It is easily perceived that this will make the tin plug a safeguard against explosions from low water, as the danger of such explosions arises from the over-heating of that part of the boiler which is left exposed to the action of the fire, in consequence of the water being permitted to fall too low to protect the iron from excessive heat. These plugs may be put in the boiler at different places, if necessary—that is, in the most exposed parts of the shell of the boiler, and also in the most exposed parts of the flues. The great advantage claimed for the tin plug over the alloys is, that the tin being a simple, and not a compound metal, like the alloys, it can be used in the shape of a simple plug or rivet, made to fill a hole in the boiler which is prepared for the purpose of receiving it, by which it will be exposed to the direct action of the fire, in the same manner as the boiler itself, without the risk of its changing its nature in consequence of the heat and pressure to which it would be subjected; whereas the alloys, in order to avoid these effects, must be enclosed in an apparatus made suitable for the purpose, and operated upon by some mechanical device in order to relieve a valve which will let steam escape at the melting of the alloy, all of which, as experience has proved, and as clearly set forth in the communications referred to this committee, is attended with difficulty, uncertainty and danger.

“The tin plug, it is true, guards against danger from one source only—that of low water in the boilers; whereas it is claimed that the alloys will guard against both deficiency of water and over-pressure of steam; but inasmuch as the alloys have, from some cause or other, in several instances failed to operate when the conditions of explosion were beyond all doubt in existence, from either too low water or too high steam, it has been thought better to have a more sure guaranty against only one of these causes, than run the risk of failing in both, particularly when that one is very well known to be the source of probably nineteen out of every twenty of the explosions that occur. Besides, it will not be a difficult matter to devise other means

whereby a more perfect security can be obtained against the violation of the law by carrying an over pressure of steam.

"We would further state, that from the best information we can obtain, these views in regard to the use of alloys and tin plugs are fully sustained by the present English and French practice.

"In regard to the subject of water-gauges referred to in Mr. McCord's communication, your committee would respectfully ask that the further consideration of the matter be postponed to the next or some subsequent meeting of the board, for the purpose of obtaining additional information in reference thereto."

The following was offered for the consideration of the board, which was read, and on motion referred to the committee of the whole:

*Resolved*, That the secretary of this board, who is hereby charged with such duty, request of the Hon. Mr. Washburn, chairman of the Committee of Commerce of the House of Representatives, to have that part of the 13th section of the supplementary steamboat bill, now before Congress, which refers to the appointment of an additional supervising inspector, stricken out, so that said section as amended shall read as follows:

SECTION 13. *And be it further enacted*, That the supervising inspector whose district shall embrace the Pacific coast of the United States, of which San Francisco is the principal port, shall not be under obligations to attend the meetings of the board oftener than once in three years, but shall, in the intervals thereof, communicate with the said board in writing, and in all his official acts and proceedings shall be governed by such rules and regulations as may from time to time be established by said board, and a certified copy of such rules and regulations, and all their proceedings, shall be forwarded to him by the secretary of said board. The compensation of such supervising inspector for the Pacific coast shall be three thousand dollars per annum.

*Resolved*, That in the event of the passage by Congress of the said supplementary steamboat bill, with the amendment recommended above, or if the substance of said 13th section, as thus amended, should be adopted by special enactment, then, in that case, the following alterations in the division of the supervising districts shall be made, and are hereby made and adopted, conditionally on the passage by Congress of the said section as above amended, or the substance thereof by special enactment, as already set forth; the said alterations in the division of the districts to take effect on the passage thereof by Congress.

First district—to embrace the western coast of the United States, and all the waters of the United States flowing into the Pacific.

Second district—to embrace all the coast and waters flowing into the Atlantic, between the bay of Passamaquoddy and Sandy Hook, in the State of New York.

Third district—to embrace the coast and all the waters flowing into the Atlantic, south and west of the second district, and north of Cape Sable.

*Resolved*, That the above districts be assigned as follows, viz:  
First district, to William Burnett, of Boston, Massachusetts.  
Second district, to Charles W. Copeland, of New York, N. Y.  
Third district, to John S. Brown, of Baltimore, Maryland.  
And that all other districts remain as heretofore established.

The following was read and adopted :

*Resolved*, That the secretary of this board be requested to address a letter of inquiry to the Hon. Secretary of the Treasury, to ascertain if a circular in regard to stamping of boiler iron, as requested by our action of April 14th, of this year, has been issued by him ; and if so, to request a copy of the same, that it may be communicated to the several inspectors.

On motion, the matter of Hoyt's water gauge, as presented to the board yesterday by Messrs. Hoyt & Co., was referred to the following committee, viz: Messrs. Embree, Walker, and Burnett. On motion, the board adjourned to 7 o'clock, p. m., this evening.

#### EVENING SESSION.

The board met at the hour appointed ; present, all the members in attendance.

The annexed preamble and resolutions were presented, read, and, on motion, adopted.

WHEREAS, many of the reports from local boards that have been presented at the present meeting are only the mere filling up of the "tabular statement" prepared by this board at the last annual meeting, without being accompanied by any written report, giving an account of the different occurrences in detail, thereby leaving the board entirely without information on many interesting matters, therefore, be it

*Resolved*, That all local boards be required hereafter, in their annual reports, to give to their supervising inspectors accounts in detail of all accidents to steamers of a serious nature that have occurred in their districts, together with the action of the board in each case. Also, to report all cases of suspension or revocation of licenses, and all cases of refusal of license, together with the reasons that have governed them in their action, and that the "tabular statement" be used as a table of recapitulation only.

After which, on motion, the board resolved itself into committee of the whole, (Mr. Lewis in the chair,) to consider the subjects referred to them ; whereupon the board took up the matter of re-districting the United States, in order more effectually to provide for a more thorough and efficient supervision of the Pacific coast. After a full investigation into the merits of the subject, the committee agreed to report the resolutions referred to them, with the addition of the following preamble :

Whereas, there have from time to time, many complaints been made of the ineffectual manner in which the steamboat law of 1852 has

been carried out and enforced upon the waters of the Pacific coast of the United States, and there have also been presented petitions from citizens requesting that this state of things may be remedied; this board has also been urged to correct the evils complained of, but has been powerless to do so, on account of the inadequate compensation provided by law; this board being desirous that the law should be properly enforced on the Pacific coast, seizes the present as being a propitious time to take the initiatory steps in the matter, for—1st, the steam commerce of the Pacific coast has increased to such an extent that it becomes imperative that it should be set off as a separate district, having the exclusive attention of one of the supervising inspectors; 2d, at the time the country was originally districted, there was little or no steam commerce on the Pacific coast, and it was supposed that the supervising inspector of the fourth district could readily give to the Pacific coast all the attention required. This state of things no longer exists, but, on the contrary, it is impossible that the inspector of the fourth district can give the necessary time and attention to that coast, without entirely neglecting other portions of his district.

With these facts before us, it appears to be imperative that we should at this time set off the Pacific coast as a separate district, to accomplish which it is necessary to re-district the country; it is also important that the inspector to whom is assigned the Pacific coast district should be thoroughly acquainted with the proceedings, rules, views and practice of this board, and also the local boards of the Atlantic section of the country, in order that the practice of the inspectors of the Pacific coast may conform thereto. To accomplish these objects, it is desirable that one of the present inspectors be transferred to that coast.

In the bill which is now before Congress, amending the steamboat law of 1852, is a provision for raising the salary of the supervising inspector of the Pacific coast to such a sum as will command the services of persons competent for the duties; and the inspector of the first district, who has long been connected with the board and is thoroughly acquainted with its rules and practice, has consented to accept the Pacific coast as his district. In case of the passage of said bill, we conceive it will be the readiest and most effectual method of attaining the objects enumerated to assign to him said Pacific coast as his district, and make such other changes in the districts as this transfer renders necessary or proper.

On motion, the committee rose and reported progress, when the board was called to order by the president *pro tem.*; when, on motion, the board adjourned until 11 o'clock, a.m., to-morrow.

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THURSDAY, October 16—11 o'clock, a.m.

Board met pursuant to adjournment; present, all the members in attendance.

The minutes of proceedings of yesterday were read and approved. Petitions or memorials called for; none presented.

The unfinished business was taken up, when the preamble and resolutions looking to the re-districting of the country, so far as to provide for a supervising inspector for the Pacific coast, which was referred to the committee of the whole, and by them fully considered and reported back without amendment, were put upon their passage by the board, and were unanimously adopted.

The various committees, as called, reported progress.

The committee on precautions against accidents, also the compiling of regulations for the observance of local boards of inspectors in reference to fires, submitted their report as follows:

That the frequency of accidents to steamers by fire, some of which have been of the most appalling character, call upon inspectors to enforce the provisions of the law to guard against such accidents, in the most rigid manner; no certificate of inspection should be given, in any case whatever, until every part of the vessel is made as secure as possible against damage by fire. Frequent visits should be made by inspectors to all steamers arriving and departing at their different ports, and thorough examinations made to see if their equipments for safety, in all respects, are in conformity with their certificate of inspection; that the buckets, axes, hose, and pumps are all in good order and kept ready for use. And whenever a deficiency of such equipments be found, that a prosecution be instituted against the master, under the provisions of the 27th section of the act of 1852.

The second section of the act of 1852 provides, "that it shall be the duty of the inspectors of hulls of steamers, and the inspectors of boilers and engines, appointed under this act to examine and see that suitable and safe provisions be made throughout such vessel to guard against danger from fire, and no license or other papers, on any application, shall be granted if the provisions of this act for preventing fires are not complied with."

The rules established by this board at their different meetings, in relation to fires, will be found in the proceedings of supervising inspectors, as follows: 1st, page 9. That the boards of local inspectors be directed, in all cases where it is practicable, to suggest to owners of steamers the necessity of a steam pipe to carry steam into the holds of vessels in case of fire. 2d, page 25. On motion, the local inspectors were directed to again call the special attention of the owners of steamers to the importance of having, where practicable, a steam pipe from the boilers to convey steam into the hold, for the more effectual extinguishing of fire.

3d, page 30—"Resolved, That local boards shall be particular to require that the hose be either constantly connected to such pumps, or be placed in a convenient and conspicuous position, that it may be promptly attached thereto; and further, that the local boards shall examine, from time to time, the fire engine pumps and their attachments, and see that they are constantly kept in good order and efficient condition."

4th, page 32—"Resolved, That the local inspectors shall hereafter require all boats using high pressure boilers, when wood is used as fuel, to have sheet iron spark arrestors placed in such a manner as to prevent the sparks from the furnace being driven back alongside the boilers."



5th, page 81—"Resolved, That it shall be the duty of the engineers of all passenger steamers to keep their fire pumps, hose, attachments, and appurtenances in perfect condition for immediate use, and the local boards are hereby directed, in all cases, to see and know that said pumps are so kept by the engineers."

Your committee would recommend, as a further protection against fire, that the local inspectors be instructed to require the fire rooms of steamers that carry their boilers in the hold to be well and thoroughly lined with sheet iron or other metal, and, whenever practicable, in such manner as to leave a stratum of air to circulate between the wood work and the lining; and that they shall also require all wood work that is in any degree exposed to ignition from the heat of the boilers, smokepipes, or chimneys, of all steamers, to be well protected by sheet iron or other metal, in such manner as shall assure them that there will be no danger from fire from such a source.

We have evidence sufficient to warrant the belief that some of the most disastrous fires have occurred from the combustion of some chemical or other dangerous articles which have been secreted in packages, and shipped in a clandestine manner; in such cases, and in any other where fire originates in the hold of vessels, experience has shown that no means are so effectual in extinguishing it as blowing steam from the boilers into the hold, and we cannot too strongly urge the necessity of requiring, in all cases wherever practicable, pipes from the boilers to convey steam into the hold in case of fire.

Should all these precautions against fire be rigidly adhered to, and the law properly enforced, your committee would feel warranted in saying that very few of these appalling disasters would be heard of. We feel justified in saying this from the fact that several instances have come to our knowledge of fires having been prevented or extinguished by the fire apparatus required by law being in good condition and promptly resorted to at the first alarm.

Your committee would beg leave to report the following resolution:

*Resolved*, The local inspectors, before they give certificates of inspection, shall require, in all cases where boilers are carried in the hold of steamers, that the fire-rooms shall be thoroughly lined with sheet iron or other metal, and, wherever practicable, in such manner as to leave a stratum of air to circulate between the wood work and the lining. They shall also require all wood work that is in any degree exposed to ignition from the heat of the boilers, smokepipes, or chimneys, or any other heated surface, to be well protected by sheet iron or other metal, in such manner as will satisfy them that there will be no danger from such source. They shall also require, in all cases, that means be provided to convey steam from the boilers into the hold for the purpose of extinguishing fires when practicable.

When read, was on motion adopted; after which, on motion, the board adjourned to 4 p. m.

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THURSDAY, October 16th—4 p. m.

The board met according to adjournment—present, all the members in attendance.

The committee on the matter of Thompson's graduating life-preserving seat, made the following report, which, on motion, was adopted:

Your committee, to whom was referred the matter of Thompson's life-preserving seat, have thoroughly examined the specimen seat exhibited to the board, and have ample evidence that its sustaining powers are equal to that required by our regulations, and this sustaining power continues unimpaired by use or exposure; it is not liable to injury either by neglect or careless usage. It is with facility attached to the person even when in the water, and, when attached, leaves the limbs entirely unincumbered, and free to be used for the act of swimming, or to give assistance to others.

We conceive that this life-preserving seat combines, in an eminent degree, all the requirements of a good and reliable life preserver with a useful piece of furniture, and that it complies fully with the requirements of the law.

The committee on the general report submitted the following, which was read and adopted:

BOARD OF SUPERVISING INSPECTORS OF STEAMBOATS,  
*Boston, October 16, 1856.*

SIR: The board of supervising inspectors, now in session in this city, conformably with their action at former annual meetings, and believing that there is special propriety in its continuance, beg leave respectfully to lay before you the following general report of the action and proceedings of the several boards, both supervising and local, for the year ending September 30, 1856.

The steamboat law has now been in operation for nearly four years—a length of time in which it should reasonably be expected that some substantial benefits arising from its operation should become fully apparent; and we are happy to be able to state here, that the reports furnished to this board by the several local boards, as also our own observation and personal knowledge of the facts, show conclusively that safety to life on board steam vessels has been already secured to an extent beyond our most sanguine anticipation.

We are also convinced that the full advantages of this wise and humane law are not by any means as yet fully secured, but will only be gained when all comply cheerfully with its requirements. It is true that opposition to the law is daily decreasing, although something of this hostile feeling still exists with a certain class of persons, who are careless as to informing themselves of results, and either believe, or pretend to believe, that no safety to life can arise from a compliance. On the other hand, the inspectors are becoming, by constant practice, daily more familiar with their duties, while differences of opinion have been harmonized, by the action of this board, with marked beneficial effect.

We here insert a tabular statement, embracing the various matters and occurrences relating to steamers navigated under the act of Congress approved August 30, 1852, which have been acted upon, or have come to the notice of the several boards of local inspectors, for the year ending September 30, 1856.

*A tabular statement embracing the various matters and occurrences relating to steamers navigated under the act of Congress approved August 30, 1852, which have been acted upon, or have come to the notice of the several boards of local inspectors, for the year ending October 1, 1856.*

	First district.			Second district.		Third district.				Fifth district.	Sixth district.	
	Portland, Maine.	Boston and Charlestown.	New London, Conn.	New York.	Philadelphia.	Baltimore.	Norfolk.	Charleston, S. C.	Savannah.	St. Louis, and superintending inspection.	Louisville.	Nashville.
1. Number of steamers to which certificates of inspection have been granted.	14	27	20	124	45	37	12	20	11	109	62	27
2. Amount of tonnage of steamers inspected.	5,331	14,767	8,546	79,065	17,216	14,085	2,062	6,409	2,715	33,886	23,408	5,311
3. Number of boilers found defective on inspection or examination.	-----	1	4	-----	5	4	-----	7	-----	41	-----	-----
4. Number of boilers that have given way under hydrostatic pressure.	-----	-----	2	-----	1	3	1	4	-----	1	-----	-----
5. Number of boilers condemned from further use.	-----	-----	2	-----	2	1	1	-----	-----	5	-----	-----
6. Number of steam-pipes found defective by hydrostatic test.	-----	-----	-----	-----	1	2	-----	4	-----	-----	-----	-----
7. Number of investigations by local board for violations of the law.	-----	3	2	4	7	2	1	5	-----	24	-----	3
8. Number of cases reported by local board for violations of the law.	-----	-----	-----	1	5	2	-----	-----	-----	2	-----	2
9. Number of appeals taken from the decision of the local boards.	-----	-----	-----	-----	-----	-----	-----	-----	-----	5	-----	-----



## STATEMENT—Continued.

	First district.			Second district.		Third district.				Fifth district.	Sixth district.	
	Portland, Maine.	Boston and Charles-town.	New London, Conn.	New York.	Philadelphia.	Baltimore.	Norfolk.	Charleston, S. C.	Savannah.	St. Louis, and superintending inspection.	Louisville.	Nashville.
10. Number of pilots that have received original license since last annual report.	2	6	5	21	21	19	5	5	8	71	17	19
11. Number of pilots that have received renewal of license.	15	25	23	104	49	35	4	18	11	338	166	70
12. Number of pilots that have been refused license.	-----	-----	-----	-----	-----	3	-----	-----	-----	7	3	-----
13. Number of pilots whose licenses have been suspended or revoked.	-----	1	-----	-----	-----	1	-----	-----	-----	17	1	1
14. Number of engineers and assistants that have received original license.	8	10	6	90	28	11	12	1	8	38	43	10
15. Number of engineers and assistants that have received renewal of license.	25	32	20	302	70	62	11	21	8	315	183	85
16. Number of engineers and assistants whose licenses have been suspended or revoked.	-----	-----	2	-----	-----	-----	-----	-----	-----	3	-----	-----
17. Number of explosions or accidental escape of steam by which life has been lost.	-----	1	-----	-----	-----	-----	-----	-----	-----	1	-----	-----
18. Number of passengers lost by explosion or accidental escape of steam.	-----	14	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
19. Number of accidents by fire.	-----	-----	-----	2	1	-----	-----	-----	-----	12	4	-----

## STATEMENT—Continued.

	First district.			Second district.		Third district.				Fifth district	Sixth district.	
	Portland, Me.	Boston and Charles-town.	New London, Conn.	New York.	Philadelphia.	Baltimore.	Norfolk.	Charleston, S. C.	Savannah.	St. Louis, and superintending inspection.	Louisville.	Nashville.
20. Number of lives lost by fire.....										4	3	
21. Number of passengers lost by fire.....												
22. Number of accidents by collision.....				3		2				1	1	1
23. Number of lives lost by collision.....											10	
24. Number of passengers lost by collision.....												
25. Number of accidents by snags.....				1						21	1	4
26. Number of lives lost by snags.....				2						6		
27. Number of passengers lost by snags.....				2								
28. Number of accidents to inspected steamers, caused by vessels not under the law of 1852.					4	2						
29. Number of steamers lost by fire whilst at a wharf or lying by.				1					4	10	2	
30. Number of lives lost by accidents caused by vessels not under the law.												
31. Number of steamers wrecked or foundered.			1	1				1		1	2	2
32. Number of lives lost by wrecked steamers.								1				
33. Number of lives saved by means of life-saving apparatus as required by law.						1		9				

## STATEMENT—Continued.

	First district.			Second district.		Third district.				Fifth district.	Sixth district.	
	Portland, Maine.	Boston and Charles-town.	New London, Con.	New York.	Philadelphia.	Baltimore.	Norfolk.	Charleston, S. C.	Savannah.	St. Louis, and superintending inspection.	Louisville.	Nashville.
34. Number of passengers carried by steamers.	Unk'n	428,900	Unk'n	Unk'n	1,659,802	364,978	92,000	26,720	10,650	468,442	No return.	No return.
35. Amount of property lost by explosion.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
36. Amount of property lost by fire.	-----	-----	-----	-----	\$2,000	-----	-----	-----	\$169,000	\$508,795	\$121,000	-----
37. Amount lost by collision.	-----	-----	-----	-----	3,000	\$3,775	-----	-----	-----	2,000	30,000	\$30,000
38. Amount of property lost by snags.	-----	-----	-----	-----	-----	-----	-----	-----	-----	523,854	5,000	9,200
39. Amount of property lost by wreck or founder.	-----	\$30,000	-----	-----	-----	-----	-----	\$20,000	-----	1,000	12,000	13,000
40. Number of steamers worn out or become unfit for passenger service.	2	2	-----	1	2	-----	-----	3	-----	7	6	3
41. Number of steamers refused certificates of inspection.	-----	-----	-----	-----	-----	-----	-----	-----	-----	3	-----	-----
42. Number of steamers lost by ice.	-----	-----	-----	-----	-----	-----	-----	-----	-----	3	-----	-----
43. Number of steamers injured by ice.	-----	-----	-----	-----	-----	-----	-----	-----	-----	26	-----	-----

No report from the fourth district.

## STATEMENT—Continued.

	Seventh district.			Eighth district.			Ninth district.				Total.
	Pittsburg.	Wheeling.	Cincinnati.	Chicago.	Detroit.	Superintending inspection.	Cleveland.	Oswego.	Burlington.	Buffalo.	
1. Number of steamers to which certificates of inspection have been granted.	85	34	47	12	33	29	28	8	8	47	839
2. Amount of tonnage of steamers inspected.....	19,905	5,541	13,595	6,427	1,759	5,116	12,777	5,465	3,565	38,314	325,262
3. Number of boilers found defective on inspection or examination.	10	5	2	-----	3	6	1	-----	1	-----	90
4. Number of boilers that have given way under hydrostatic pressure.	-----	-----	-----	-----	3	2	-----	-----	1	6	24
5. Number of boilers condemned from further use.....	-----	6	2	-----	-----	1	-----	-----	-----	-----	20
6. Number of steam-pipes found defective by hydrostatic test.	-----	2	3	-----	2	-----	-----	-----	-----	-----	14
7. Number of investigations by local board for violations of the law.	5	1	2	-----	2	3	-----	-----	-----	-----	64
8. Number of cases reported by local board for violations of the law.	1	-----	-----	-----	5	1	-----	-----	-----	-----	19
9. Number of appeals taken from the decision of the local boards.	-----	2	1	-----	-----	-----	-----	-----	-----	-----	8
10. Number of pilots that have received original license since last annual report.	13	6	27	8	28	21	22	-----	-----	40	364
11. Number of pilots that have received renewal of license.	123	54	238	21	30	41	54	21	13	87	1,540
12. Number of pilots that have been refused license....	1	1	2	3	-----	-----	3	-----	-----	-----	23
13. Number of pilots whose licenses have been suspended or revoked.	-----	1	4	-----	-----	-----	-----	-----	-----	1	27

## STATEMENT—Continued.

	Seventh district.			Eighth district.			Ninth district.				Total.
	Pittsburg.	Wheeling.	Cincinnati.	Chicago.	Detroit.	Superintending inspection.	Cleveland.	Oswego.	Burlington.	Buffalo.	
14. Number of engineers and assistants that have received original license.	29	22	24	4	26	16	19	-----	-----	35	435
15. Number of engineers and assistants that have received renewal of license.	159	77	202	21	23	33	42	18	13	87	1,809
16. Number of engineers and assistants whose licenses have been suspended or revoked.	-----	1	2	-----	-----	-----	-----	-----	-----	1	9
17. Number of explosions or accidental escape of steam by which life has been lost.	-----	-----	1	-----	-----	-----	-----	-----	-----	-----	3
18. Number of passengers lost by explosion or accidental escape of steam.	-----	-----	4	-----	-----	-----	-----	-----	-----	-----	18
19. Number of accidents by fire.	-----	-----	-----	1	-----	1	-----	-----	1	2	24
20. Number of lives lost by fire.	-----	-----	-----	†70	-----	-----	-----	-----	5	25	†107
21. Number of passengers lost by fire.	-----	-----	-----	†50	-----	-----	-----	-----	5	15	70
22. Number of accidents by collision.	-----	-----	1	4	2	2	1	-----	-----	5	23
23. Number of lives lost by collision.	-----	-----	-----	-----	1	-----	-----	-----	-----	-----	11
24. Number of passengers lost by collision.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
25. Number of accidents by snags.	-----	-----	-----	-----	-----	1	-----	-----	-----	-----	28
26. Number of lives lost by snags.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	\$8
27. Number of passengers lost by snags.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	2

° Passengers and crew.

† Seventy passengers—37 crew.

‡ Computed.

§ Two passengers—6 crew.

## STATEMENT—Continued.

	Seventh district.			Eighth district.			Ninth district.				Total.
	Pittsburg.	Wheeling.	Cincinnati.	Chicago.	Detroit.	Superintending in- spection.	Cleveland.	Oswego.	Burlington.	Buffalo.	
28. Number of accidents to inspected steamers, caused by vessels not under the law of 1852	-----	1	-----	4	-----	-----	-----	-----	-----	4	15
29. Number of steamers lost by fire whilst at a wharf or lying by.	-----	-----	-----	-----	-----	-----	-----	-----	-----	1	18
30. Number of lives lost by accidents caused by vessels not under the law.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
31. Number of steamers wrecked or foundered	-----	-----	-----	1	1	-----	-----	-----	-----	1	11
32. Number of lives lost by wrecked steamers	-----	-----	-----	-----	1	-----	-----	-----	-----	1	3
33. Number of lives saved by means of life-saving apparatus as required by law.	-----	-----	-----	36	20	-----	-----	-----	30	50	146
34. Number of passengers carried by steamers	186,920	Unkn'n	Unkn'n	Unkn'n	Unkn'wn	Unkn'wn	Unkn'n	Unkn'n	Unkn'wn	Unkn'wn	-----
35. Amount of property lost by explosion	-----	-----	-----	-----	-----	\$175,000	-----	-----	\$25,000	\$95,000	\$1,095,755
36. Amount of property lost by fire	-----	-----	-----	-----	-----	8,000	-----	-----	-----	6,000	126,775
37. Amount lost by collision	-----	-----	-----	\$4,000	\$40,000	-----	-----	-----	-----	-----	538,054
38. Amount of property lost by snags	-----	-----	-----	-----	40,000	-----	-----	-----	-----	40,000	156,000
39. Amount of property lost by wreck or founder	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
40. Number of steamers worn out or become unfit for passenger service.	2	6	10	1	-----	3	-----	-----	-----	1	49
41. Number of steamers refused certificates of inspection	-----	-----	-----	-----	-----	2	-----	-----	-----	-----	95
42. Number of steamers lost by ice	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	3
43. Number of steamers injured by ice	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	26

\* Many have been refused upon first application that have subsequently received certificates upon complying with the requirements of law.

It will be observed that the table presented above is incomplete in many respects ; but in almost every district from which there are full returns it will appear, on comparison with reports of former years, that there is great improvement in regard to the safety of life on steam vessels.

We exceedingly regret that no report has been received from the fourth supervising district, probably on account of the death of our esteemed colleague, William E. Muir, of New Orleans, who was lost with the ill-fated steamer "Nautilus," on a passage from Galveston to New Orleans, while returning from the performance of his duties in that district, in company with Anderson Marsh, boiler inspector at New Orleans, who was also lost at the same time.

We give below a statement of the accidents referred to in the foregoing table, as occurring in the several districts, which is condensed from reports of the local inspectors.

#### *First Supervising District.*

But one accident of a serious nature has taken place in this district during the year. The steamer "Empire State," of Fall River, on the evening of July 26, while on her passage to New York, collapsed one of her steam chimneys, which resulted in the death of fourteen persons, by being scalded by the issuing steam. A large number of persons cognisant of the circumstances were examined in an investigation held by the local inspectors for the district of Boston and Charlestown, and through them the following facts were elicited : That, at the time of the accident, there was no excess of steam over that allowed to be carried by law, and that the water also was at the proper level. When the chimney collapsed, that portion of the plates which was forced from its position, was driven inward by the pressure, and with such force as to throw it entirely across the chimney in such a manner as to prevent the escape of the steam into the funnel, and compel it to seek an outlet through the furnace and blower channel. The discharge of steam from the chimney was so rapid that the vent thus furnished proved insufficient, and pressure accumulating within the blower channel, the doors were burst open, blowing one fireman, who happened to be in the fire-room at the time, overboard, and scalding a number of passengers and others on the main deck, who unfortunately were standing near. The fourteen persons who were either killed at the time, or have since died of their injuries, were mostly passengers. The boilers of this steamer were comparatively new, having been in use only about fifteen months ; the steam chimneys being even of a later date, having been in use only about two months. At the time these new chimneys were put into the boiler they were subjected to hydrostatic test to the amount of sixty pounds to the square inch, while the pressure at which the collapse took place did not exceed thirty-seven pounds. These boilers were of somewhat peculiar construction, having very short flues with furnaces at both ends ; and it was found in use that very hot fires had to be kept up to furnish a sufficient quantity of steam. From shortness of the flues, together with this circumstance, it was apparent that the interior



steam chimneys had frequently become excessively heated, whether when running or at the wharf is not known. This caused the sheets of the chimney to cripple or bulge inward, affecting the interior staying, and hence the weakening of the chimney in so short a time. These boilers were immediately discarded by the owners of the vessel, and new ones ordered of a different pattern.

The inspectors conclude their report of this case by saying that, after a very careful examination and consideration of the facts, they came to the following conclusion: "That there is no evidence that the engineers did not exercise their best skill and judgment in the management and working of these boilers, using all precautions they considered necessary for safety." One other accident, not resulting, however, in the loss of life, or injury to person, has occurred in this district. On the morning of July 5, the steamer "Menemon Sanford," of Bangor, was run ashore on Thacher island, near Cape Ann, by which the vessel was damaged to the amount of \$30,000. It was proved on examination that the pilot, whose watch on deck it was at the time, had left the pilot-house at this dangerous part of his route. His place being left vacant at the wheel, the whole management of the vessel thus devolving upon an inexperienced wheelsman, who fell asleep at his post, the vessel being driven at full speed upon the rocks, without the engineer in charge having received notice from the pilot-house even to slow his engine. The examination of this case resulted in the revocation of the license of the pilot for neglect of duty.

#### *Second Supervising District.*

Local inspectors of the district of New York report, that during the year they have held four investigations, two of which only were of importance.

The first of these was in relation to the steamer "Shepherd Knapp," plying between New York and Newark, New Jersey, which was totally destroyed by fire in New York bay. Other passenger steamers and tug boats came to her assistance and took off the passengers—the captain of the "Knapp" being badly burned in his efforts to assist his passengers in getting on board of the other steamers. Her life boat was launched safely and brought along side, but was not used, as the captain rightly considered that the safety of his passengers would be best secured by resorting to the other steamers. He also made some judicious efforts to put out the fire, but finding that it would endanger the lives of those on board to persevere, he concluded to let the boat burn, and turn his whole attention to saving life. All the licensed officers on board, as far as they could discover, acted with skill and fidelity to their duties. It was fully ascertained that the fire did not originate from the boilers or furnaces, which were below deck, and far forward in the vessel. It was first discovered nearly under the paddle-wheel shaft, where a vice bench was located below deck; a gang of shop hands were at work on board of her nearly the whole night previous, and we can only suppose that the fire originated from spontaneous combustion of oily waste, or from a lamp left upset between the timbers, or in some other dangerous position. The



second important investigation was in reference to the sinking of the steamer "Knickerbocker," (a large night boat,) on the passage from Albany to New York, on the night of August 31st, of this year. When just below West Point, being under the charge of the second pilot and second engineer, she ran against the broken mast of a sunken sloop, her bottom being stove in three places thereby. The first pilot and engineer were immediately called, and the passengers awakened, great difficulty being experienced in getting them to leave their berths. The life-preservers were then put on, and all stood quietly awaiting orders. The bilge injections were turned on by the engineer to keep the vessel as free of water as possible, and preparations were made to lower boats and run the steamer on shore. In accordance with previous request, the pilot was notified by the engineer that the engine was about to stop, and the vessel was then grounded in the mouth of a small creek emptying into the Hudson. Owing to the low state of the tide, and the depth to which the boat had sunk on account of the leakage, only sixty feet of her hull was aground, the after end hanging over in deep water. Hawfers, with a chain and anchor, were now got out to try to hold her on the bank, the engine also being kept moving; and the passengers were put on board of a sloop which had been hailed after the snagging of the steamer. The hawsers and chain parting, the boat slid off into deep water, having by this time sunk to the promenade deck. After drifting some time in this condition, she rolled over; while lying in this latter position, the broken planks and timbers were repaired, and the vessel was, by means of powerful derricks, righted. Steam pumps were then put on board, the boat pumped out and towed to New York, where she has since been examined by the inspectors. She is a perfect wreck, with broken masts and hog frames, all the cabins on deck destroyed, and both boilers gone, they having dropped off her deck when she rolled over. As far as could be discovered, the captain and all the licensed officers acted with great coolness and skill, and it was supposed that all the passengers had been saved; but on righting the boat, the bodies of two deck passengers were found on deck amongst the freight, who must have been drowned after the boat slid off, having slept through all the noise and confusion. The life-preservers were universally put on, but fortunately there was no occasion to use them, and it is testified that the possession of a certain means of escape, as a last resort, had a great tendency to keep the passengers cool and collected, and lessen the confusion, which, on such occasions, usually prevents the efforts of those who have presence of mind, and know how to take proper steps either to repair a damage or obviate danger arising from accidents. There are three accidents by collision reported from this district: one between the inspected steamer "Metropolis" and the East river ferry-boat; another between a small tug-boat and a Sound steamer; and the third between a sloop and a steamer on the Hudson river. No lives were lost in any of these cases, and nothing worthy of report elicited, except in relation to the first of these accidents, in which the inspectors decided that the fault lay wholly with the ferry-boat. The collision very fortunately happened at an early hour in the morning, when there were only four or five persons on board the ferry-

boat; had it occurred at a later hour, the loss of life must have been fearful.

During the present year, also, the steamer "Crescent City," plying between New York and New Orleans, was wrecked on a reef in the Gulf of Mexico, owing, it has been stated, to the variation in compasses, and improper allowance for currents. As no pilot was employed on this steamer, she being in charge of the master, and as there was no complaint that any of the licensed engineers were originally in fault, or failed in duty after the ship was stranded, and the accident moreover having occurred out of our district, the inspectors made no formal inquiry into the case, further than to obtain the facts alluded to above.

During this year, also, the steamer "Osprey," inspected in this district, was entirely destroyed by fire while lying at the wharf in Kingston, Jamaica—no lives were lost. Since the burning of this steamer, the inspectors report that the only person cognizant of the circumstances, whom they have seen, is one of the engineers, who was severely burned in his efforts to remove some combustible material from the place where the fire originated. She was burned at night, and, as far as our inquiries have progressed, no person injured, except the engineer in question.

The board at Philadelphia report, that on the 1st of December, 1855, a collision occurred on the Delaware river, opposite Red Bank, between the licensed steamer "Palmetto" and the steam-tug "Bird," by which the latter was sunk instantly, but was attended with no loss of life.

Upon thorough investigation, it was clearly shown that the collision was caused by the imprudence of those on board the "Bird" in attempting to cross the bow of the "Palmetto," and the licensed officers of the "Palmetto" were entirely exonerated.

On Sunday, June 8, 1856, the steam-chimney of the steamer "Edwin Forrest" collapsed, when the boat was on her passage up the Delaware river, and near Beverly.

The testimony given at the investigation, establishes the fact that, at the time of the collapse, there was plenty of water in the boiler, and the pressure of steam was two or three pounds less than it had been within an hour previous to the accident; also, that at the time of the collapse, steam was blowing off from the safety-valve. The accident appears to have been caused by a gradual deterioration of the steam-chimney and its braces, and their gradual yielding under pressure until rupture finally took place.

By this accident, both engineers were slightly scalded, but no passengers were injured.

The local inspectors of this district report, "when steamboat collisions, coming under our official notice, have taken place in our district, they have been invariably with vessels not under the law, which parties have in most cases acknowledged themselves in fault, and paid damages more or less. We have never had a collision case between two vessels under the law."

In the Philadelphia district, there have been carried the present year, 1,659,802 passengers, and no passenger's life has been lost.

The estimate of property lost in the same district, by accident to passenger steamers, is two thousand dollars.

The following ocean steamers, built under contract with the United States, have been inspected, and are as follows:

Steamer Atlantic, tonnage.....	2,849
“ Baltic, “ .....	2,723
“ Pacific, “ .....	2,730
“ Geo. Law, “ .....	2,141
“ Illinois, “ .....	2,100
	<hr/>
	12,643
	<hr/>

We have to report the total loss of the steamer “Pacific,” of the Collins line, during her passage from Liverpool to New York, in the month of February last. She had on board 288 persons, including the crew, all of whom were lost. Not a trace of this vessel has been found, and the immediate cause of the accident is of course one of conjecture, but it is supposed she came in contact with an iceberg.

### *Third Supervising District.*

From the returns made by the local boards, it would appear that five hundred thousand passengers have been carried by steamers within the last year in this supervising district, without the loss of a single life. One of the crew of the steamer “Samuel Berry,” which run ashore at night near the mouth of Cape Fear river, was lost in attempting to swim to the shore, refusing the assistance of a life-preserver, which was offered to him, which, if used, would doubtless have saved his life, as the balance of the crew and passengers were safely landed through the surf by the life-boats. On the Chesapeake bay one passenger was saved, who fell overboard from a steamer, by a marine life-seat. On the Chesapeake bay, also, two collisions have occurred—one between a steamer and schooner, and the other between two steamers, in a fog. No loss of life or serious damage to the vessels occurred in either of these cases.

In the Savannah district, five steamers have been burned while at their wharf or at anchor, occurring between last December and July of the present year. Loss estimated at \$170,000. No lives were lost by these accidents.

These losses by fire in this district cannot be attributed to a defect in the law, or a want of proper regulations adopted by the supervising inspectors—both being sufficient, if carefully observed and complied with.

### *Fifth Supervising District.*

In this district, there have been ten boats burned at their landings in St. Louis and Memphis, one boat partly burned at St. Louis, and two boats burned in the district while on their voyages.

	Cargoes.	Hulls.
Loss.....	\$204,350	\$204,445
Loss by snags, &c.: 14 boats lost, 7 boats sunk and raised.....	238,750	285,104
One collision, loss.....	.....	2,000
One grounded, loss.....	1,000	.....
Loss by ice: 3 boats lost, 26 boats injured..	109,345	11,500
	<u>553,445</u>	<u>503,049</u>
Loss this year, amount.....		\$1,056,494
Loss last year, amount.....		955,300
Loss in two years, amount.....		<u>2,011,994</u>

This enormous loss of property to which the district has been subjected, is a tax upon commerce which calls loudly for some remedy; but the remedy is not in the power of inspectors under the present law. The burnings of boats have principally taken place in port; this calls for police regulations, rather than any action on the part of the inspectors or the general government; yet inspectors may do much in seeing that hose, pumps, buckets, &c., are kept at all times in the order required.

Attention is called to the almost absolute necessity of having pipes to convey steam into the hold of boats, where it can be done without risking the lives of persons on board. An instance may here be noticed of the importance of this provision: The steamer "Nebraska," when about starting from port, with a full cargo, was discovered to be on fire in the hold; steam was immediately let in through a pipe, the crew kept up the fires, and kept the engine in motion to prevent the failing of the supply of steam. In this way the fire in the hold was kept under for five hours before it was extinguished. During part of the time the fire was so intense as to burn off some of the beams of the boat, and let a part of the deck fall in. The opening thus made was covered by a tarpaulin, which enabled the crew to save the boat from being wholly consumed.

Explosions and collisions have nearly ceased in this district. Sinking by snags and otherwise is on the increase. This may be owing, in part, to the extreme low water when the channels of the river cut out among stumps and logs that are unknown to pilots; until these be cleared out we can expect but little relief.

While we present this great loss of property, without being able to find a remedy under the law committed to our charge, we have the gratification of presenting a most favorable account of the increased safety to passengers on steamboats in the district. The returns of the number of passengers carried, and the number of lives lost, are as follows:

	Passengers carried.	Passengers lost.	Crews lost.
Last year.....	1,046,249	5	13
This year.....	468,442	1	11
Total.....	<u>1,514,691</u>	<u>6</u>	<u>24</u>

We make this statement and comparison to show the immense loss of property and the safety of life in this district.

It is an unusual state of affairs, and affects the great travelling, commercial, and steamboating interests of the country.

#### *Sixth Supervising District.*

On the 21st of December, 1855, the steamer "Charleston" was burnt near Golconda, Illinois, with nine hundred bales of cotton on board, from which the boat took fire, and resulted in the entire loss of the boat and cargo, and a reported loss of two or three persons, the truth of which there was no means to ascertain.

March 8th, a collision occurred between the steamers "Howard" and "Henry Lewis" at the head of Anderson's bar, (Ohio river.) The steamer "Lewis" sunk with a full cargo, and ten lives were lost.

June 12th, the steamer "Magnolia" was totally wrecked near the mouth of the canal, and one young man named Phillips, from Cincinnati, was missing, with two others—supposed to be drowned.

The above are all the accidents reported in which loss of life has occurred, and these are from burning or sinking of the boats—none having taken place from explosion or the escape of steam.

The loss of steamers in this district by fire, sinking, and from the ice, during the past year, will be found in the tabular statement accompanying this report.

#### *Seventh Supervising District.*

But one accident, attended with loss of life, has occurred to any passenger steamer in this district during the past year. The steamer "Metropolis" exploded a boiler in March last, by which accident the captain and ten others—crew and passengers—lost their lives. The boat was entirely new, built and inspected at Pittsburg; the boilers and machinery were made of the best materials, and were as perfect as possible in all respects; were furnished with the alloys used in Evans' Safety-Guard; had water gauges and steam gauges, and all the appliances to guard against danger, as required by the law. The boilers had been tested and inspected but a short time before the boat left her port, and were considered by the inspectors as good boilers as ever were put in a boat; and still, with all this guarantee of safety, the explosion took place before the boat had proceeded three hundred miles on her voyage. The matter was investigated by the inspectors at Cincinnati, and it was found that the cause of explosion was deficiency of water in the boilers, by which the exploded boiler became red-hot, and so much softened that the iron literally pulled apart, drawing it down to a thin edge at the place of separation. The boilers were of the kind that is in general use on the western waters, thirty-eight inches in diameter, with return flues; and the thickness of iron allowed a pressure, according to the standard furnished by law, of one hundred and thirty-two pounds per square inch. At the time of the explosion, according to the testimony, there was but one hundred and ten pounds pressure to the inch on the boilers. The en-

gineer was under the impression at the time, and for some time before the explosion took place, that the boilers were full of water. The captain and other officers of the boat, according to the testimony of the case, were of the same opinion. This deception in regard to the water was no doubt owing to the foaming of the same in the boilers, which is very unusual with boilers of that description, and very seldom occurs on the western waters.

When the engineer found the water flowing over into the engines, he took for granted that there was too much water in the boilers, and actually opened the blow-off valves to reduce the quantity, when, in fact, the boilers were already in a dangerous condition for want of water. It having been shown in the investigation that the vessel had been at a landing but a few minutes before the explosion, giving the engineer ample opportunity to have ascertained in what condition his water was while the boat was at rest, the engineer's license was revoked for inattention to duty in this particular, which should be one of the first and most important duties of an engineer.

Seven boats were lost by ice at the wharf at Cincinnati, but no loss of life occurred from these accidents. One boat was lost by fire whilst laying at the wharf at Wheeling. One boat was also lost by being run over a rock in the Ohio river, near Hanging Rock. No lives were lost.

#### *Eighth Supervising District.*

There have been in this district three collisions and two steamers burned. The first of these occurred on the evening of October 24, 1855, when the propeller "Manhattan" came in collision with the steamer "Dart," on the Detroit river, by which the "Dart" was but slightly damaged, and no lives lost.

On the night of the 21st of April last, four miles from the Gratiot light-house, on Lake Huron, the steamer "Northerner," of Cleveland, and the steamer "Forest Queen," of Detroit, came in collision, by which accident the "Northerner" became a total loss. The second engineer of the "Northerner" also lost his life.

On the evening of the 2d of June, the steamer "Empire City" came in collision with the steamer "Royal Arch," about thirty miles south of Galena, on the Mississippi river, sinking the latter in about eight feet of water; no lives lost. The "Effie Afton," on her passage through the railroad bridge at Rock island, in consequence of the rapid current at that place, (which runs through the bridge diagonally,) swung to the starboard against a pier, which is a standing part of said bridge, with such force that she became almost a complete wreck. The fire from the furnace and stove communicating to the wood-work of the boat, enveloped the sinking steamer in flames, and in thirty minutes this noble steamer was totally destroyed.

On the 24th of September, the steamer "Niagara" was burned on Lake Michigan, about five miles from Port Washington, on her passage from Collingwood to Chicago. The board at Chicago are now investigating into the cause of the fire, but as no report has been received, its origin is at present unknown. It is supposed from sixty to seventy lives were lost by this sad accident in this district.



Six boilers have been found defective upon the application of the hydrostatic pressure, one of which was condemned from further use.

There have been fifty-three lives saved by life-saving apparatus furnished in accordance with the law.

#### *Ninth Supervising District.*

There have been two accidents in this district causing loss of life: The first was the destruction of the "Northern Indiana," by fire, near the head of Lake Erie, off Point au Pelee, on the 17th July last. A full investigation was made by the local board at Buffalo, and after a careful examination of twenty-three persons, (including crew and passengers,) no satisfactory opinion as to the cause of the fire was arrived at. The boat was found to have been well equipped in every respect. The local board also investigated the conduct of the licensed officers on board at the time of the accident, and gave a decision, which being unsatisfactory to them, an appeal was taken to the supervising inspector, who has the case still before him. It appears from the testimony in this disaster, that there were twenty-five lives lost, including ten of the crew. The value of the boat was estimated at \$75,000.

The second disaster occurred on the 29th of July, being the destruction of the steamer "John Jay" by fire. This steamer was one of small size, running as a passenger boat on Lake George, between the ports of Ticonderoga and Caldwell, a distance of thirty-six miles. She had on board at the time of the disaster some sixty or seventy passengers, five of whom were lost. A careful inquiry was made by the local board of that district for the purpose of ascertaining the cause of the fire, and it appears from the testimony that the boat was fully equipped as the law directs, and that every effort was made to save the lives of all on board. The evidence conclusively shows that the fire originated by a recoil or back draught in the furnace, caused by the eddying of a sudden squall of wind over a high bluff of rocks under which the boat was running. The board came to the conclusion that no blame could be attached to the officers of the boat under the circumstances.

The propeller "Paugasset" was burned on the 23d of August while lying at the wharf at Dunkirk; the fire took place in the night, and was supposed to have caught under the furnace. There was no cargo or passengers on board at the time, so that the vessel was the only loss. Inquiries were instituted by the local board, and it appeared that no blame attached to any one belonging to the vessel. The value of the boat is estimated at \$20,000. There have been five collisions in this district:

1st. May 9th, propeller "Jersey City" and steamer "Minnesota," both passenger boats. Undergoing investigation.

2d. May 30th, propeller "Baltic" and schooner "Cincinnati." The cause of this accident could not be satisfactorily ascertained.

3d. August 29th, steamer "Crescent City" and schooner "P. P. Pratt." No decision has as yet been given in this case, as some of the witnesses are out of the State.

4th. On the first of September, the inspected propeller "Dunki

and propeller "Falcon," (uninspected.) Investigation in this case showed that the collision was caused by an imperfection in the green light used on board the propeller "Dunkirk," causing it to show as a white light at a little distance, thereby misleading the captain of the "Falcon" as to the course the "Dunkirk" was running. It was satisfactorily shown that the captain of the "Dunkirk" was not aware of the imperfection in his green light; therefore no penalty was imposed.

5th. September 5th, propeller "Queen of the Lakes" came in contact with a scow near "Put-in Bay." This matter was investigated; and it being evident that the fault lay with those having charge of the scow, the case was dismissed. No person was injured by this accident, and the value of the scow was estimated at \$1,200.

Many of the accidents described in the foregoing reports from the several districts are not given so much in detail as could have been desired. It is reasonable to expect, however, that, as inspectors grow by practice more and more familiar with their duties under the law, the time actually employed in the examinations of steamers and cases of infraction will be much lessened thereby; when they will be enabled in all cases to present reports that in this respect will be complete and satisfactory.

In the annual reports made to you by this board for the years 1853, 1854, and 1855, suggestions were made in reference to the necessity of a supplementary act being passed by Congress to enable the inspectors more readily and efficiently to carry out the provisions of the steamboat law of August 30, 1852. Such a supplementary act is now before Congress, and embodies all that will be required, in our judgment, to insure the attainment of the objects contemplated by the original enactment.

As much that might be said here with regard to the general operation of the law would be a mere repetition of that part of our previous reports which has had reference to this matter, we would not trespass upon your time and attention by such a reiteration, further than to say: that the effects which have followed its proper enforcement are of the most encouraging character, showing that even where in some districts, from many conspiring circumstances, the loss of property has been very great, yet, comparatively with former years, an extremely small loss of life has resulted.

We are pleased to be able to say, also, that the adoption by this board, at its annual meeting held at Detroit in 1854, of the signal by whistle, instead of using the bell, has been of the most signal benefit, having been attended with the most complete success; so much so, that scarcely a collision between passenger steamers has occurred the past year on the western rivers; explosions also on these waters are now hardly known.

In closing, we would simply express the hope that for the purpose of more completely attaining the objects contemplated by the steamboat law of August, 1852, the amendatory bill now before Congress may be passed at an early day.

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*



William Burnett, chairman of committee on signal-lights and pilot rules, submitted the following, which was adopted :

As it is probable that a special meeting of this board will soon be called, in case of the passage of the bill amending the steamboat law, to review all the regulations established by them, and to modify and add to them as may be necessary to the carrying properly into execution the provisions of such amendatory bill, your committee on signal-lights would ask that their report be referred back to them, and that they be permitted to defer presenting the same until the next meeting.

The following was offered, and, on motion, adopted :

*Resolved*, That the next annual meeting of the board be held in Louisville, Kentucky, on the 8th October, 1857.

*Resolved*, That William Burnett, supervising inspector of the first district, be and he is hereby directed to pay bills for room-rent, stationery, and the services of a clerk at the present meeting, and forward the account to the department for settlement.

After taking a review of the entire proceedings of the present session, on motion, the board adjourned *sine die*.

#### No. 94.

TREASURY DEPARTMENT, *July 3, 1854.*

SIR: I have had the honor to receive your letter of the 21st ultimo, enclosing, on behalf of the Committee on Commerce, various applications, which you state are pending before the committee, for appropriation for the construction of buildings to accommodate the officers of the customs at the several places mentioned, and of the judiciary and steamboat inspectors at some of said places; and you add, that the committee are anxious to obtain any information in the possession of the department bearing upon the several applications, with such recommendations as may be thought advisable.

In order to comply with the object of your letter, I have caused a table to be constructed, which is herewith enclosed, showing the following particulars in respect to each of the places for which a building is asked, to wit:

1. The accommodations required, whether for officers of the customs and post office alone, or for the courts and steamboat inspectors in addition.
2. The rents paid for the accommodation of these several establishments.
3. The number of vessels built in 1853.
4. The tonnage of vessels built in 1853.
5. The aggregate tonnage of the district in 1853.
6. The exports in 1853.
7. The imports in 1853.
8. The revenue in 1853.
9. The number of persons employed in the custom-house.
10. The post office revenue.

## REPORT ON THE FINANCES.

11. The number of persons employed in the post office.
12. The number of supervising and local inspectors of steamboats.
13. The population of each of said cities or towns, by the census of 1853.

These statistics comprehend all the information in possession of the department which appears to it to bear upon the respective applications.

On the 15th April last, I transmitted to you a plan of a medium-sized building, to be constructed of stone, and estimated to cost, if of two stories only, for the accommodation of the custom-house and post office, \$66,000; and if of three stories, for the accommodation of the courts in addition, to cost \$88,000. I now enclose a plan of a minimum sized building, to be constructed of brick, of two stories, to accommodate the custom-house and post office, and estimated to cost \$10,000. Both these plans and estimates may be modified in size with pro rata cost, and both contemplate fire-proof buildings, with iron floors, laid on iron beams, iron roof, shutters, sills, &c.

The cost of ground, where the government does not own it, must be an addition to these estimates, and cannot be reduced to as much certainty; and there must be an addition, say of ten per cent., to cover compensation of architect and superintendent, advertising, &c.

There are now in the United States 129 ports of entry, and ports of delivery having the authority of ports of entry. Of this number, custom-houses have been constructed at twenty-five ports, custom-houses are in progress at eleven ports, and custom-houses are about to be commenced under appropriations heretofore made at four ports, leaving eighty-nine ports unprovided for.

Having carefully considered the question of authorizing, in districts not yet provided for, the erection of permanent and substantial buildings for these public establishments, I am clearly of opinion that such provision ought to be extended for the following reasons:

1. For the better accommodation of the officers, and the better performance and despatch of the duties, and for the security and preservation of the public records and archives.

2. For the saving of the rents, otherwise to be paid, which, as the treasury spare the outlay, should be its policy even more emphatically than an individual similarly circumstanced, as its interests are more enduring than those of the latter.

3. From regard to that rule of equity towards the various portions and districts of the country which is a necessary principle of just government.

For these reasons, I am of opinion that the government should proceed, whilst its means continue to be abundant, to supply suitable buildings for the accommodation of the public business of the ports not provided for; selecting the points at which they appear to be most needed, and providing annually for as many as can, for the time, be conveniently constructed. And in expressing this opinion, I see no reason to except, from the eventual provision, ports at which but little revenue is collected, and where a mainly preventative force is maintained. The revenue collected may, to some extent, regulate the size of the building to be provided; but to leave such points without rev-

enue officers (requiring such accommodation) would be to invite illicit imports to such points to the prejudice of the revenue at large.

Of the places mentioned in the table, (looking to the public service, and having a due regard to the principle of distribution,) I am of opinion that buildings should be erected at Ellsworth and Portland, Maine, (the latter to supply the place of the custom-house lately destroyed by fire;) at Gloucester, Massachusetts; New Haven, Connecticut; Buffalo, New York; Wheeling, Virginia; Toledo, Ohio; Detroit, Michigan; and Milwaukee, Wisconsin. Ellsworth will admit of a custom-house of the minimum size; Gloucester, Toledo, and Milwaukee, of a custom-house, on that plan enlarged, to cost, say \$40,000 each; and New Haven, Buffalo, Wheeling, and Detroit, at each of which there are courts and steamboat inspectors, of a medium sized building, according to the plan heretofore sent, of three stories, to cost \$88,000 each. For the Portland custom-house, a plan and estimate have already been submitted to the Committee of Commerce of the Senate, as you will perceive by the enclosed copy of my letter to the Hon. H. Hamlin, chairman thereof.

I respectfully recommend, if appropriations are made for these buildings, that the buildings be limited to the sums which are named, or are deemed proper, but that provision be also made for the purchase of sites, and ten per cent. for incidental expenses.

I am, respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Hon. T. J. D. FULLER,  
*Chairman of Committee on Commerce,  
House of Representatives.*

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No. 95.

TREASURY DEPARTMENT, *July 22, 1856.*

SIR: I have the honor to recommend additional legislation with a view of more effectually preventing the undervaluation of merchandise procured otherwise than by purchase and imported into the United States.

The tariff act of 30th August, 1842, levied an additional duty of forty per cent. of the regular rate on imported merchandise found by appraisement to have been undervalued in the invoice by ten per cent. or more.

It has been always held by this department that the additional duty was leviable on all imports found undervalued to that extent, whether belonging to the manufacturer, producer, or to a party who acquires the same by purchase or otherwise.

The tariff act of 1846 levies an additional duty of twenty per cent. for undervaluation, but expressly limits it to merchandise procured by actual purchase.

The department has always held that the act of 1846 repeals the

act of 1842 in the particulars, and to the extent only, in which their provisions conflict; and as the act of 1846 expressly provides for the undervaluation of purchased goods only, goods procured otherwise than by purchase were still, under the act of 1842, liable for undervaluation to the addition of forty per cent. on the regular rate.

The law, as thus understood, this department has endeavored to enforce. Several of the circuit courts of the United States have, in cases adjudicated by them, taken a different view of the provisions of the act of 1842, and have decided that the provisions respecting the additional duty for undervaluation in that act, as well as the provisions of the act of 1846 on the same subject, relate solely to purchased merchandise; and although the Supreme Court of the United States have not directly decided that question, similar views of the law have been intimated in one of the opinions of that tribunal.

As the law now stands, therefore, upon the construction which the courts appear inclined to give to it, the foreign manufacturer or producer is not subject to an additional duty for undervaluation; that the importer who purchases in the foreign market, and imports into the United States, is. The foreign manufacturer or producer, in any experiments he may choose to try upon the public revenue by undervaluations, runs no such risk of additional duty as that to which his competitor, the American merchant, who purchases his imports abroad, is exposed. This discrimination against the domestic importer in favor of the foreign is as impolitic as it is unjust.

Foreign manufacturers or producers, by establishing partners or agents in this connexion, importing and entering merchandise on their own account, and then making sales in pursuance of orders previous or subsequent to the entry, can thus supply our market with their own products without being subjected to any adequate check against undervaluation. For, while they are not subject to the additional duty, in such cases, to which the domestic importer is liable, nor, indeed, to any additional duty, upon the construction of the law, which seems to be favored by the courts, they could be reached only by forfeiture of their goods in cases in which the badge of fraud is so clear that the United States would have no difficulty in showing that fact, whether, even in such cases, the courts would sustain proceedings for a forfeiture of the imports of a manufacturer or producer under the 66th section of the general collection law of the 2d March, 1799, the only provision which seems at all applicable to the case, may be questioned.

The department has no doubt that the 66th section of the act of 1799 is applicable to all imports; and it has so repeatedly decided, whenever a case has been presented for its action involving that question.

It is proper, however, to remark that, in a case tried in the circuit court of the United States for the first circuit, the learned judge, (Justice Story,) although the point was not made in the case, nor judicially decided, expressed, nevertheless, a very strong doubt whether the 66th section of the act of 2d March, 1799, could be held to apply to other than purchased goods; the terms "actual cost" being, in his opinion, applicable only to a case of purchase. (See case of Al-

fonso *vs.* United States, 2 Story, p. 421.) I am not aware to what extent this *dictum* would be sustained by the courts, should the department be thrown exclusively upon the provisions of the 66th section of the act of 1799, to prevent undervaluations of merchandise imported by and belonging to the manufacturers thereof, or imports procured otherwise than by purchase. I refer to the doubt thus expressed as to the construction of that section only as still further showing the expediency of additional legislation to put all imports on the same footing, in case of undervaluation, and to enable this department and the courts, by some clear and adequate provision of law, to punish all attempts to enter at undervalued invoices, whether made by the purchaser, manufacturer, or producer.

I deem it necessary only further to suggest that a statute of law that subjects to the burden of additional duties for undervaluation a citizen of the United States who purchases merchandise in the foreign market for sale and consumption in the United States, and exempts from such duties the foreign manufacturer and producer, who send the same description of articles for the same purpose to our markets, and who reside beyond our jurisdiction, and can be brought only to a limited extent within the control of our laws for the punishment of fraudulent importations, ought to be corrected; and, with that view, I respectfully recommend an amendment of the eight section of the tariff act of 30th July, 1846. The only changes proposed in the section, as it now stands, are: 1st, to add, in the second line, after the words "actually purchased," the words "*or produced otherwise than by purchase;*" and, 2d, to strike out, in the fifth line, the words "or in which the goods shall have been originally manufactured or produced, as the case may be."

The first amendment will bring the manufacturer and producer under the operation of the law as well as the purchaser, and put them all under the same penalty for undervaluation. The second amendment is rendered necessary by the fact that the appraisement act of 3d March, 1851, providing that imports shall be appraised at their value in the principal markets of the country whence imported, has been held by this department, and decided by the Supreme Court of the United States, in the recent case of *Wm. Stairs et al. vs. C. H. Peaslee*, to repeal the provision proposed to be stricken from the eighth section of the act of 1846 by the second amendment.

I enclose the section as it now stands, and the draft of the section as proposed to be amended; and, for the reasons stated in this communication, earnestly recommend the enactment of the latter as necessary, in my judgment, both for the protection of the honest merchant and the interests of the public revenue.

I am, sir, respectfully, your obedient servant,

JAMES GUTHRIE,

*Secretary of the Treasury.*

Hon. N. P. BANKS, Jr.,

*Speaker House of Representatives, Washington, D. C.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the eighth section of the act approved July 30, 1846, and entitled "An act reducing the duty on imports, and for other purposes," be amended as follows:*

SECTION 8. *And be it further enacted, That it shall be lawful for the owner, consignee, or agent of imports which have been actually purchased, or procured, otherwise than by purchase, on entry of the same, to make such addition in the entry to the cost or value given, as, in his opinion, may raise the same to the true market value of such imports in the principal markets of the country whence the importation shall have been made; and to add thereto all costs and charges, which, under existing laws, would form part of the true value at the port where the same may be entered, upon which the duties should be assessed. And it shall be the duty of the collector, within whose district the same may be imported or entered, to cause the dutiable value of such imports to be appraised, estimated, and ascertained, in accordance with the provisions of existing laws; and if the appraised value thereof shall exceed, by ten per centum or more, the value so declared on the entry, then, in addition to the duties imposed by law on the same, there shall be levied, collected, and paid a duty of twenty per centum ad valorem on such appraised value: Provided, nevertheless, That under no circumstances shall the duty be assessed upon an amount less than the invoice value, any law of Congress to the contrary notwithstanding.*

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No. 96.

TREASURY DEPARTMENT,  
June 7, 1856.

SIR: Understanding that the attention of the committee having in charge the subject of proposed changes in the existing tariff of duties has been called to, and they have had under consideration, the propriety of adopting a home valuation for the assessment of duties on imports, instead of that now in force, I feel it my duty to submit a few suggestions on that subject.

The propriety of adopting a home valuation for the assessment of *ad valorem* duties has been often heretofore suggested, and has been very carefully considered by the department. Such, however, have been the acknowledged difficulties of giving it practical effect, without infringing upon the just rights of individuals and endangering the security of the public revenue, that Congress has never adopted it, except in the act of 2d of March, 1833, commonly called the compromise act. That act, so far as the home valuation was concerned, went into effect on the 30th of June, 1842, and was superseded on the 30th of August following by the tariff act of that date, which abandoned the provisions of the former act requiring duties on imported merchandise to be assessed upon the "value thereof at the port where



the same shall have been entered," and substituted therefor the existing mode of assessment.

In the financial report of one of my predecessors, the Hon. W. Forward, under date of the 21st December, 1841, while the readjustment of the tariff, on the approaching termination of the compromise reductions, was under consideration, expressed his decided conviction of the impracticability of a home valuation. I am not aware that any of my predecessors have ever entertained any other opinion.

The nearest approximation to a home valuation which Congress has hitherto deemed safe, is that established by the act of 1842, as amended by the act of 3d March, 1851. The general market value of the merchandise at the time of leaving the foreign ports, with the costs and charges of purchase and shipment, is deemed and taken to be its value, on arrival in the United States, for the assessment of duties.

The valuation, in our own ports, as now proposed, would embrace, in addition to the value in the foreign market and the cost of shipment to the United States, freight, insurance, duty paid to the United States, and the profits of the importer; those items entering as elements into the prices of imported merchandise in the markets of the United States.

The items of freight, insurance, duty, and profits, constitute, substantially, therefore, the difference in the elements between a valuation in our own and in foreign markets.

I presume it will be universally acknowledged that some of these items, at least, are not the proper subjects of taxation. The duty, for instance, or that portion of the price of merchandise in our markets which represents the duty paid on the foreign imports. Under the home valuation, which was on trial for two months in 1842, a proper reduction was attempted to be made on that account; such a value being adopted, as, where increased by the amount of the duty, would equal the wholesale price at the port. It was found necessary, therefore, to exclude the duty. It constituted no part of the price paid by the importer for the merchandise, nor any cost he had incurred in reference to its purchase, shipment, or transportation; and why should not the profits of the merchant also be put on the same footing with the duty, and be excluded as an element of dutiable value? They constitute no part of the price the importer paid for his merchandise, nor any cost or charge incurred by him in its purchase, shipment, or transportation. They are contingent, conjectural—what he may or may not receive—and are, therefore, properly to be excluded.

The only remaining elements which enter into the home value, and are not included in the foreign value, are freight and insurance.

Freight and insurance vary as the port at which the goods are entered is more or less remote from the foreign port of shipment, and the difficulties and perils of the navigation.

The prices of the same description of merchandise, imported from the same foreign port at the Atlantic and Pacific ports of the United States, would differ from the different rates of freight and insurance. Importers at those ports would, by operation of the law itself, be subjected to different amounts of duties on the same description and

quantity of merchandise purchased at the same value in the foreign market, and leaving the foreign port at the same date. Of course, these items, the assessment of duties on which would levy an unequal tax upon importers residing in different sections of the Union, must be excluded from the valuation for duties.

The exclusion of these several items of freight, insurance duty, and profit, would leave the valuation for duties as the law now prescribes, to wit: the wholesale price or general market value in the foreign country, and the cost and charges of purchase and shipment.

The assessment of duties upon the value of the merchandise at the port of entry would induce and facilitate evasions of the legal duty. It would be impossible, by the exercise of any power now vested in this department, to protect the revenue from combinations to depress prices on the periods of importation, and to import through the smaller ports, where there is little or no demand for the merchandise, and where, by fictitious sales, such wholesale prices might be established to regulate the assessments; as would best suit the interests of the importer. It has been with great difficulty that the department has been able, even under our present laws, to maintain a fair system of appraisement at the minor ports, so that merchandise might not be entered at those ports, at a less valuation than at the principal ones to which it was destined for a market. What must, then, be the result when the prices ruling at the port will determine the valuation? By concerted arrangements a fictitious market value of almost every description of imports might be established at the minor ports, at which merchandise might be entered, duties assessed, and then transported, in bond or otherwise, to the great marts for which it was originally destined, and at which the prices would be so much in advance of the value at the original ports of entry as to furnish ample profits to the importer, notwithstanding the increased expense of transportation. Against such combinations, it would be impossible, in my opinion, to protect the honest importer, and secure to the Treasury its just dues, without the enforcement of such a complicated, vexatious, and expensive regulation, as would in itself counterbalance any advantage supposed likely to accrue to the United States by the establishment of a home valuation.

Not only would the revenue be defrauded, but trade forced out of the hands of the honest importer, who could not sustain himself in the market in competition with those who procured their goods at low assessments, by circuitous importations and fraudulent or fictitious sales. He must either abandon the business or adopt the practice of his competitors. No government should adopt a system that will put a man in any honest pursuit to a choice between such alternatives.

But a decisive objection to the assessment of duties upon the prices prevailing at the port at which the goods are imported, is the inevitable effect of such a regulation to impair that equality among the citizens of different States which the constitution expressly enjoins. Prices at the several ports must differ with the cost of transportation from the foreign country of shipment and rates of insurance. Merchandises, for instance, imported from France or England into ports on the Atlantic and Pacific coasts of the United States, would differ.



Assessing the duties on the valuation prevailing at the port of entry, importers would necessarily be subjected, as they resided near or remote from the foreign country of shipment, to different amounts of duties on merchandise of the same description, and of the same original cost. Thus a preference is given, by a revenue law, to the ports in one State over the ports in another, notwithstanding the express constitutional prohibition. Nor is the objection weakened by the fact that the regulation does not, in terms, prescribe the inequality, while such is its inevitable result. As to all importations from countries this side of the Cape of Good Hope, it would operate to the extent of the difference in the prices, and consequent amount of duty, as a discrimination against the ports on the Pacific, and in favor of the ports on the Atlantic.

It has been the general policy of Congress—mindful of this constitutional provision—to levy *ad valorem* duties only on such elements entering into the value of imported merchandise, as, in respect to which, every importer of the same description of merchandise from the same country, of the same quality and quantity, exported at the same time, would stand on a perfect equality, and be subjected to the same amount of taxation, in whatever port of the Union the importer might reside. Hence, freight from the foreign port of shipment, and marine insurance, which vary with the proximity or remoteness of the American port of importation in reference to the foreign markets and the perils of the sea, have not been subjected to duty.

Under the present system, the wholesale price, or general market value of the merchandise at the date of exportation from the foreign port, together with certain shipping and other charges, constitute the value on which duties are assessed. Under this provision, if fairly and intelligently applied, the duty levied on importers, at whatever ports within the United States they may reside, on the entry by them of merchandise of the same description, quality, and quantity, exported at the same time from the same country, would be just and equal, and no preference would be given to an importer residing in one section of the Union over another residing in a different section.

To ascertain this value, and these costs and charges, the importer is required to produce the original invoice of the merchandise, supported by his oath. The appraisers, who ascertain the dutiable value on the entry, by printed prices current, commercial circulars, manufacturers' list of prices, and sometimes by consular communications from the country of shipment, or inspection of the invoices of other importers at their own and other ports—from some or all of these, they are enabled to ascertain the fact, with a reasonable certainty, (the only fact they are obliged to ascertain,) at what price the merchandise in question was generally selling for in the foreign market at the date of exportation. If the article comes from a country from which importations are rare, and in regard to the market values of which the appraisers have no information, other than the invoice, they are justified in taking the invoice value, supported by the declaration and oath of the importer, as reliable evidence of the general market value of the article in the country of exportation, upon the presumption that, in the absence of proof to the contrary, the

purchaser pays the price which the article is generally selling for in the foreign market. Such cases are, however, extremely rare; and when they do occur, information as to current foreign prices of similar merchandise is usually obtained from other ports where such importations are more frequent, as a guide to the appraisers.

I have thus far proceeded on the presumption that the prices ruling at the port of importation would, under the proposed system, determine the valuation. Such was the provision in the brief trial of the home valuation made in 1842. If, however, the valuation in the principal markets of the United States be assumed as the criterion of dutiable value, we shall have reason to apprehend the same combinations to depress prices, and establish fictitious market values by feigned or fraudulent sales, and the same inequality of taxation between different sections of the Union, as under the system of assessment at the market value at the port of importation. If a principal market on the Pacific is to regulate the assessments of imports there, and principal markets on the Atlantic are to regulate assessments at Atlantic ports, we shall then have two different standards of dutiable value, and a revenue regulation which, in the language of the constitutional prohibition, gives a preference to the ports in one State over those of another. If, on the other hand, the principal Atlantic ports are to govern the valuation, wherever the import takes place, no assessment of duties nor delivery of merchandise to importers could be made until such value was duly ascertained; and when the importation takes place on the Pacific, and the principal market for the article is on the Atlantic, or the reverse, the entry must be suspended, and merchandise withheld from the owner, until the valuation at the principal port is duly ascertained. In view of the delay which must necessarily occur before the information could be obtained, it is obvious that such a system would be utterly impracticable. If a time previously to the importation be selected at which the market value in the United States is to be taken—say the date of exportation from the foreign port—and (what would seem a necessary limitation to prevent evasion of duties) that the dutiable value shall not be less than the wholesale price in the foreign market, and never less than cost, then we come to the present system, with the additional labor and perplexity of ascertaining the wholesale value in this country as well as abroad, and gain only the duty on freight and insurance, profits of the importers, and duty, if duty be not deducted. Such a system does not obviate but increases the difficulties to which an ad-valorem system is subjected, and results in giving only a slight increase of dutiable value not needed for purposes of revenue, while it will augment the labor of appraisers, impair the simplicity of the system, and expose the revenue to new hazards at home as well as abroad, from which it is to be feared that it will be found difficult, if not impossible, successfully to guard it.

Upon a careful examination of the whole subject, I find my convictions strengthened that it would be unwise, if not impracticable, to

substitute a home valuation for the system now in force for the assessment of ad-valorem duties.

I have the honor to be your obedient servant,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Hon. L. D. CAMPBELL,  
*Chairman of Committee of Ways and Means,  
House of Representatives.*

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No. 97.

TREASURY DEPARTMENT, *November 30, 1855.*

SIR: Alfred Greenleaf, having been appointed navy agent in the city of Washington, is entitled, under the act of Congress establishing the office, to a commission of two per cent. on all sums disbursed by him under the orders of the Secretary of the Navy, provided the amount does not exceed \$2,000 per annum, but extended and limited by the act of 3d March, 1855, to \$3,000. Mr. Greenleaf having also received the appointment of navy pension agent in Washington, claims a commission of two per cent. on sums disbursed by him as pension agent, not to exceed \$1,000, in addition to which he is entitled to receive as navy agent. This claim of commission as pension agent is under regulation of the Secretary of the Interior, allowing a compensation not exceeding two per cent. on the amount disbursed, the power being vested in the Secretary to make such regulation.

The proviso to the appropriation for Richard Rush, in the appropriation act for civil and diplomatic expenses for the year 1851, is "that hereafter the proper accounting officers of the treasury, or other pay officers of the United States, shall, in no case, allow or pay to one individual the salary of two different offices on account of having performed the duties thereof at the same time." Mr. Greenleaf filling the office of navy agent, as such, is entitled to the compensation given by law to the person filling that office, and if he fills the office of navy pension agent at the same time, and discharges the duties of both offices, the accounting officers of the treasury, or other pay officers of the United States, are prohibited from allowing him pay but for one of said offices. Mr. Greenleaf has the right to select from which of the offices he will receive the pay; but if he declines the selection, the accounting officers should select the one giving him the highest compensation, and reject compensation for the other office, and settle the account as though he only filled the office giving the highest compensation.

The compensation of navy agent having been fixed by Congress, and that of navy pension agent by the Secretary of the Interior, under authority of law, places the compensation of both officers on the same basis, and the duty of the accounting officers to reject the compensation to one of these offices is the same as though Congress had in express terms fixed the salary or compensation.

The fact that the navy pensions are paid out of a *quasi* trust fund, in no way interferes with the prohibition that one officer shall not receive two salaries.

The fund is used by act of Congress, out of the pay given by law, to all who come under the law entitled to pensions out of it, and the officers to pay these pensions are created under an act of Congress, and are officers of the United States, and there is nothing in the act of 1850 distinguishing one United States officer from another.

You will consider this settled construction of the act in all cases where the salaries for two offices are claimed by any one individual, on account of holding and performing the services of two offices, and the act of 1842 as prohibiting any officer from receiving compensation for the performance of any services for the United States, or any officer of the government, other than those properly belonging to this office.

I am, very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

A. O. DAYTON, Esq.,  
*Fourth Auditor of the Treasury.*

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No. 98.

TREASURY DEPARTMENT,  
*January 4, 1856.*

SIR: Under the laws regulating the salaries of United States officers and employes, no additional compensation, other than the fixed salary or per diem, can be allowed to the officer or employé for any other services rendered to the United States.

The whole time of the officer or employé is compensated for by the salary or per diem. The official hours are only declared as a matter of convenience, and do not exempt the officer or employé from being required to perform duties out of office hours when his chief and the exigency of the service require it. It is said that, considering the office hours to be a day, a practice has grown up, under the action of the Coast Survey, to pay for additional hours of the same day at the rate of the per diem, thus enabling the employé to receive pay for more than six days in the week, and that it has received the sanction of the accounting officers of the treasury. If the practice be so in the office of the Coast Survey, or anywhere else, it is against law, and without the sanction of the department, and must be corrected. If done for one class of employes and officials, it would soon be claimed for all, and in practice would demoralize the whole corps.

You will please communicate this decision to the several auditors whose accounts are revised by you.

I am, very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

H. J. ANDERSON, Esq.,  
*Commissioner of Customs.*

(Similar letters were addressed, on the same date, to the First and Second Comptrollers of the Treasury.)

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No. 99.

TREASURY DEPARTMENT,  
*January 23, 1856.*

SIR: After a reconsideration of the subject of compensating employes by the day in the Coast Survey, I feel satisfied that, under existing laws, they cannot receive compensation for extra hours. The employment by the day covers all the twenty-four hours that can be given to business within the meaning of those laws.

To remove the apprehended inconvenience from the enforcement of this construction, you are authorized to make special contracts with those whose services you require in the business for which you have paid for extra hours, and compensate them by the hour, and send the contracts for my approval, which, being approved by the department, upon the proper certificate of the term of service, will authorize payment. As the existing laws were not in force when the practice of paying for extra hours commenced, there was no illegality in it; and, as it then had the sanction of the head of the department, so far as the superintendent is concerned, he was without blame, and none was intended to be imputed in announcing the future action of the department in the enforcement of the law.

Very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Prof. A. D. BACHE,  
*Superintendent Coast Survey.*

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100.

TREASURY DEPARTMENT,  
*April 17, 1856.*

SIR: I have received your letter of the 4th instant, enclosing an extract from the rules of the Senate, providing for the appointment of a Committee on Retrenchment in the expenditures of the government, and you desire me, should my experience or knowledge of the business of this department enable me to point out any objects or expenditures which can be curtailed or retrenched without detriment to the public service, to do so, and also to suggest any improvement in the mode of transacting the public business.

Retrenchment in the expenses of the government, and improvement in the mode of doing the business of the department, are objects which should always be kept in view, both by the executive and legislative departments, and were especially required upon the incoming of the

present administration. The discontinuance of useless officers; a higher degree of competency and attention on the part of those retained; the prompt rendition and settlement of accounts, the limitation of purchases to necessary supplies, and their faithful appropriation to the public use, are points which have engaged a large share of my attention.

I shall ask your permission to state some of the leading measures, within my own authority, adopted towards the accomplishment of these ends, and then proceed to renew suggestions heretofore, at different times, made of improvements, reforms, and retrenchments, which are dependent upon the authority and action of Congress.

On the 8th March, 1853, I issued an order, countermanding an order given on the 2d March, 1853, to distribute as penalties amongst collectors, naval officers, and surveyors, upon authority of an opinion of the Attorney General, the amounts arising from the imposition of twenty per cent. additional duty on invoices under valued ten per cent. The officer holding this fund in New York refusing to pay, proceedings were instituted, and finally carried to the Supreme Court, which decided that such additional duties were not penalties, and were not distributable, and, thereupon, the amount withheld in that case, (about \$70,000,) was paid into the treasury. The saving to the treasury from thus arresting the distribution and trying the question cannot be estimated, taking all the collection districts into view, and the duties which had accrued, and were yet to accrue, at less than a million of dollars.

2. In April, 1853, the employment of secret inspectors of the customs was discontinued; forty-two having been employed between the 20th September, 1850, and 25th February, 1853, (some for limited periods,) at compensations varying from \$3 per day to \$4,000 per annum, and without any benefit to the revenue.

3. On the 14th April, 1853, twenty-nine captains and lieutenants of revenue cutters were dismissed upon the ground of their being employed without authority of law, and beyond the necessities of the service.

4. On the 12th March, 1853, the department commenced making transfers of public money in, or selling its drafts for, coin, when needed for public disbursements, and thereby suspended the issuance of drafts on time, by which bankers and others had had the use of the public funds for the time, in making such transfers. As part of the same system, disbursing officers were required to deposite in the treasury, and other public depositories, the moneys in their hands until they were to be actually paid out to the public creditor. The estimate is that, under the old system, five millions of the funds of the treasury were, on an average, in the hands of bankers and others, and employed in private enterprise. The result of this change is, that the public funds are kept in the treasury, as required, until paid out. A large portion of the transfer drafts, since issued, have been sold at a premium of two per cent., which has been paid into the treasury, and coin has been diffused and infused in large quantities into circulation.

5. Regular hours of business have been established and enforced in all the offices of the Treasury Department, as well as in the custom-



houses, mints, sub-treasuries, &c., and superfluous employés, and those found incompetent or intemperate, have been dismissed.

6. One of the most fatal abuses corrected has been the arrears in the public accounts, and an entire neglect of all attempts to collect the balances in the hands of receiving and disbursing officers who had died, resigned, or been dismissed from office. In March, 1853, there were unsettled accounts on hand (including balances due and uncollected) amounting to \$132,500,154. Instructions were given, in November, 1853, to the proper accounting officers, to close up these accounts and enter vigorously upon the collection of the balances due. Up to the 1st December last, settlements and collections had been made, reducing this amount to \$24,739,133. But, not considering the progress made such as was desirable, and that the business could be prosecuted with more effect in a different form, in the last summer I directed the several auditors to report all the balances on old accounts to me. They have all been incorporated in one compendious volume, and are being prosecuted in my own office and under my eye. Great pains have been taken to ascertain the residence of the debtors, or their representatives, and as fast as this information is obtained demands are made for settlement and payment. The result, so far, encourages the expectation that the accounts will be settled, and the remaining balances, so far as actually due and collectable, will be collected in a reasonable time.

The period of three months embraced in all public accounts, and the time allowed and taken for rendering, and again for settling them, made the accountability of receiving and disbursing officers too remote, in point of time, to be effective. It may be safely assumed that more than a year elapsed before the successive transactions of such officers came under the view of the officers in control. In respect to the most important of the accounts, those for the collection of duties from 1st July, 1853, the department directed they should be rendered for one month, and within four days after the expiration of each month; and they have been so rendered, and, with the exception of those of the most distant collectors, have been settled within the succeeding month. The experiment made in these accounts has induced an extension of the rule to others; and now all accounts of officers of this department are requested to be rendered for, and immediately upon the close of, the month. In requiring monthly accounts from collectors, the forms were revised in order to prevent such frauds as were committed by Richardson, Case, Russel, and Forsyth, or, if committed, to facilitate their detection.

8. Full examinations have been made into the business of every branch of the public service under the control of the treasury, and for most of them new regulations have been devised, designed to promote their efficiency, to secure a strict observance of the law, and prevent impositions upon the public treasury.

9. In my first advertisement, under the charge of this department, for the erection of a public building, it was declared that the contract would only be awarded to a master builder or person engaged in such business, so as to prevent speculations in such contracts and the making of them with incompetent persons.

With this brief recital of some of the most material reforms, introduced into the treasury by my authority, I proceed to enumerate some dependent upon the authority of Congress, and which I have heretofore recommended to its attention.

In my annual report of 6th December, 1853, a modification of the tariff was recommended, so as to reduce the revenue from customs (until the public debt should be paid) to the extent of about twelve millions of dollars annually.

It was also recommended to abolish the bounties allowed to fishing vessels, and the drawback on the importation of pickled fish. It was also recommended that some provision, in the form of limitation in time, or otherwise, against the presentation of claims on the government, and the revisal and reversal of previous decisions, however long made, should be adopted.

Certain modifications of the steamboat act of 1852 were recommended, making a new supervising district for the Pacific coast, and bringing ferry boats, &c., left out under the act of 1838, under the inspection provided by the act of 1852. At the same time it was recommended that an act should be passed for the management of the Louisville and Portland canal, in compliance with the terms of the act of Kentucky, the United States having become the proprietors of the whole of the stock.

In consideration of the case of James Collier, indicted for failing to pay over money received by him as collector of the district of California, and arrested, and thereupon taken out of the hands of the marshal, upon habeas corpus, by a State judge, and discharged, it was recommended that provision be made upon that subject.

At the second session of the 33d Congress, I recommended that district attorneys should be allowed a commission on the collection of old debts. The docket fee being generally received by one district attorney, whilst the collection, including inquiries for property and proceedings in equity, to subject it to execution, being left, in most cases, to his successor, and there being no compensation provided in the latter case, the business is not attended to, and large amounts involved in old judgments are neglected, which might, it is believed, be realized, if there were any mode of compensating district attorneys for the service.

I also recommended that provision should be made to prevent collectors of the customs, upon going out of office, from removing their records and documents, and to punish their making false entries in such books, or rendering false returns to the treasury; and I stated a number of instances in which such books had been removed and such false accounts, involving a loss of about two hundred thousand dollars, had been rendered.

I also recommended a revision of the revenue laws, none having been made since 1799, and prepared and submitted to the Senate and House of Representatives a bill for that purpose, embracing the whole body of said laws.

At the first session of the 34th Congress I recommended that allowances of pensions, and the granting of land bounties by the Commissioner of Pensions, should be assimilated to the settlement of ac-



counts and payment of moneys at the treasury, by subjecting such allowances and grants to audit and control, as in the former cases.

I also recommended that provision should be made requiring the rendition and settlement, monthly, of all the accounts against the United States, in every branch of the public service, having since that recommendation carried the same into effect, by my own authority, so far as the accounts proper of this department are concerned.

In order to supersede the unnecessary labor of keeping double accounts of the army, in the Second and Third Auditors' offices, with the liability to confusion and error therein on the one hand, and to harmonize the Interior with other departments of the government on the other, it was recommended that all accounts of the War Department should be transferred to the Third Auditor, and the Second Auditor be vested with the settlement of all accounts of the Interior.

I also recommended that the contract system employed in the case of sick seamen, in ports where the United States do not own the hospitals, should be extended to those ports where they do, by allowing the person contracting the use of the government building, and with a right in the United States to terminate the contract at will upon report of the collector or other visitor appointed by the department.

In the revision of the revenue laws before referred to, there is a provision for discontinuing several collectorships in California, where there are large salaries allowed and but little, if any, duty to do or occasion for the officers.

Most of these recommendations have been repeated more than once, and I am glad of the opportunity of bringing them to the attention of your committee. They are, in my opinion, all deserving of consideration and adoption, and some of them of great importance to the security of the public interests.

You will perceive that my statements and suggestions are confined to subjects within the purview and jurisdiction of the Treasury Department, beyond which it did not seem to me that I was called on or ought, with propriety, to go. If abuses exist in other departments of the executive branch of the government, or in Congress, such as existed in this department, and have been indicated in this letter as corrected, or recommended for correction, it would appear more proper for the heads of such departments and of Congress, respectively, with better knowledge of the facts than I can have, to take them into consideration and apply the proper remedies.

I have the honor to be, very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Hon. STEPHEN ADAMS,

*Chairman Committee on Retrenchments, U. S. Senate.*

TREASURY DEPARTMENT, *April 28, 1856.*

SIR: All demands on the United States, payable at the treasury or through disbursing officers or agents, are paid in the United States

standard gold coinage,  $23\frac{2}{100}$  grains fine to the dollar, except the salaries of foreign ministers, consuls, commercial agents, and demands for monies disbursed without the United States. Foreign ministers, consuls, and commercial agents, and others usually paid abroad, who present their claims at the treasury, are also paid in the gold coinage. Consuls having to account for fees under the act of 1855, under the circular of the Secretary of State accompanying this, are required to render their accounts quarterly to the Treasury Department, and where the fees are in excess of the quarter's salary, the consul, as there directed, withholds them for the quarter's salary, and holds the balance subject to the order of the department; and where the fees are less, he is authorized to draw for the balance on the treasury, at fifteen days sight, acceptance waived, and transmit the quarterly account at the same time with the draft. The drafts are paid at the treasury in gold. Consuls needing money for disbursement for seamen under said circular, are authorized to draw for the same on the Secretary of State, and their drafts are paid at the treasury in gold; but the consul is allowed, in settlement, the premiums on such drafts, as provided in the circular. For the payment of most of the foreign ministers, the Secretary of State keeps funds in the hands of London bankers, and under his authority the foreign ministers draw for their salaries on those bankers, and receive payment in London. Other incidental expenses of foreign missions are also paid by draft on the foreign bankers. But subsequent to the secretary's circular, he has authorized the consuls in China, Greece, and Turkey to make their drafts for salaries on the London bankers. The money is withdrawn from the treasury on the requisition of the Secretary of State, and drafts purchased on London, and the proceeds deposited with the London bankers. The ministers and consuls, under authority from the Secretary of State, draw on these bankers. The necessary premium is paid to place the money with the bankers in London, and the ministers and consuls pay the premium on their bills on the London bankers, and these premiums are allowed and paid out of the appropriations for contingent expenses of the missions abroad. Thus, the payments exceed the salaries fixed by law, and the other sums disbursed for the use of the government to the extent of the premiums. In addition, the foreign ministers and consuls claim to receive their salaries in the United States silver dollar coinage.

By resolution of the Congress of the confederation, under date of the 8th of August, 1786, regulating the coins of the United States, the silver dollar was to contain  $375\frac{4}{100}$  grains of pure silver, and the eagle, valued at ten dollars, was to contain  $246\frac{28}{1000}$  grains of pure gold; thus making the value of the American silver dollar, when compared with the exchange dollar, or the standard of England, only  $97\frac{31}{1000}$ , and the American gold dollar only  $96\frac{78}{1000}$ .

The act of Congress approved 12th of April, 1792, establishing a mint and regulating the coins of the United States, required the United States silver dollar to contain 416 grains of standard silver,  $\frac{4}{1000}$  fine, or  $371\frac{1}{4}$  grains of pure silver; and the eagle of \$10, 270 of standard gold,  $\frac{1}{10}$  fine, or  $247\frac{1}{2}$  grains of pure gold, and other coins of less value to be of the same proportions; thus making the

relative value of gold to silver fifteen to one. That is, gold of the same weight and fineness was to be worth fifteen times as much as silver of the same weight and fineness, whilst the relative value of gold to silver was then as now,  $15\frac{200}{1000}$  to 1 in England, and  $15\frac{5}{10}$  to 1 in France. This resulted in making gold more valuable in England and France than in the United States, and, consequently, induced the shipment of gold from the United States to those countries. The rates established under the act of 1792 made gold, as compared with silver, worth, in England, 101.13, and in France 103.17, in consequence of which, and the export of gold, Congress, in 1837, passed another act changing the relative value of gold and silver; but instead of adopting the French standard of  $15\frac{5}{10}$  to 1, which is the true difference, or very near it, on the English standard, Congress changed it from 15 to 1 to 16 to 1, viz: the eagle of \$10 was to contain 258 grains of standard gold,  $\frac{9}{10}$  fine, or  $232\frac{1}{10}$  of pure gold. The silver dollar was not changed except the standard fineness was altered from  $1\frac{485}{1000}$  ( $\frac{892}{1000}$ ) to  $\frac{900}{1000}$  fine. The amount of pure silver remained the same as in the act of 1792, viz:  $371\frac{1}{4}$  of pure silver to the dollar. The effect was to reduce the gold dollar six cents less than its former value, and nine cents less than the dollar of exchange, consequently, gold remained in the country, and silver became an article of export, and rapidly disappeared, and now the silver dollar coined at the United States mint under the act of 1792, is worth, at the same mint, a premium of from four to five per cent.

To remedy this, in part, the act of February 21, 1853, was passed, leaving the silver dollar as under the act of 1792, but reducing the halves, quarters, and pieces of a less denomination, to 384 grains of standard silver  $\frac{9}{10}$  fine, or  $345\frac{1}{10}$  grains of pure silver, changing the relative value of gold to those silver coinages from 16 to 1 to  $14\frac{892}{1000}$  to 1, and more valuable, compared to silver, than it was prior to the act of 1837.

The act of 1853 reduced the silver coinage under it  $6\frac{1}{10}$  less than its former value, and the silver dollar under the act of 1792, and eleven cents less than the dollar of exchange, and will have the effect of retaining the new silver coinage, and driving the silver dollar and gold coinage out of the country, in obedience to the ruling principles governing the circulation of money.

Previous to the year 1842, it was the practice for the department to settle the accounts of foreign ministers at the rate of \$4 44 to the pound sterling, or 54 pence to the dollar. For this purpose \$9,000 or £2,025, equal to \$9,854 56 United States currency was deposited to the credit of the State Department with the London bankers, with letters of credit from the State Department to the minister to draw for the amount on the London bankers. The minister was directed to procure vouchers from the broker or banker to whom the bill was sold, stating the rate of exchange at which the bill was sold. The premium, if any, was an item of charge against the minister, or the discount an item of charge in his favor, and adjusted in the settlement.

Then the act of 1842 was passed, regulating the pound sterling at \$4 84; but this did not affect the salaries of ministers, as the old mode continued of settling with them, as in practice prior to its

passage, thus; If the proceeds of the sales of the minister's bills do not amount to \$9,000, valuing them at 54 pence to the dollar, the deficiency is allowed as a loss upon exchange; and he was charged for the proceeds of his drafts at the rate of 49 pence to the dollar, equivalent to \$4 84 to the pound sterling, while no loss is sustained on his bills, because commercial exchange is almost invariably in favor of London. By depositing the amount of his salary with London bankers, at the rate of the gold dollar of 1837, and settling with him at the rate of the silver dollar of 1792, he is paid in a currency more valuable by six cents on the dollar, unless his bills sold at a premium, and that premium accounted for.

If foreign ministers were required to receive their salaries at the treasury, as other salaried officers, they would be paid in the same currency. Now, the State Department pays a premium to place the funds with London bankers, and the minister is allowed the discount on his bill when he draws on those bankers; and he obtains his pay in a better currency than that which the United States pay other salaried officers and other demands upon their treasury.

It is thought a full investigation of this subject will make manifest the importance of foreign ministers being paid in the same currency that is given in payment to others, and that standard should be the value of the gold dollar, whether paid at the United States treasury or the place of residence of the minister or consul.

Appended is a table of the value of the dollar under each act of Congress, taking as the standard of the dollar of exchange of 386.809 grains of pure silver, which is 54 pence sterling, and rating the pound sterling of 113 grains of pure gold at \$4 44 $\frac{1}{2}$  to the pound sterling. Also accompanying this report is statement No. 1, showing the rate of exchange paid by United States consuls to March, 1856. Also statement No. 2, showing the loss in exchange on drafts drawn by a foreign minister, for the fiscal year ending 30th June, 1855. Also statements Nos. 3 and 4, exhibiting the adjustment of accounts at the treasury under the several acts of Congress, and proving the results herein indicated.

It was intended, when this subject was first investigated, to have changed the practice as to the payment of foreign ministers, and require them to receive their salaries at the treasury as other salaried officers, and dispense with the London bankers, and do away with all questions of exchange, and all the complication that now exists in the adjustment of these accounts. But as the mode of transacting the business and adjusting the accounts have their commencement with the government, and the indirect sanction of Congress by appropriations to cover these losses on exchange, it was deemed proper to submit it to Congress for their consideration and action.

I would suggest that foreign ministers and consuls be paid in the same coin as other salaried officers, and that the Secretary of State be authorized to have them paid in such coin, or its equivalent, at the place to which they are accredited, by a disbursing agent or otherwise in his discretion. The propriety of providing for payment by means of drafts on the proper departments would be suggested, in preference to the present mode, under a belief that the growing commerce of the

United States will tend more and more to make such payment by this mode convenient and economical, as every great commercial centre draws to itself, from all the countries engaged in its commerce, facilities in making exchanges at reasonable rates, but for an apprehension the authority to draw might be abused, and the complication in settlement that would arise in adjusting the rate of exchange, and from a belief that the minister, &c., should not incur the loss on exchange.

The apprehended abuse of the privilege of drawing would be obviated by settling the quarters' salary in advance, and forwarding the minister or consul the Treasurer's draft on the Assistant Treasurers at New York or San Francisco. Such drafts would have the highest mercantile value, because of their character, and being payable at the great commercial centres on presentment. This would leave nothing to adjust at the treasury but the discount on the sale of the draft.

The present mode of constituting foreign depositories, with authority to draw on them, should be retained, or the mode of payment might be authorized by contract, viz: an agreement with respectable parties to pay the salaries quarterly, at all the required places, at agreed rates of discount for the year. It might be well in the enactment to have the right to pay by treasury drafts on any of the Assistant Treasurers, on stated account in advance of the quarter, or through the agency of foreign depositories, or by the mode of contract, open to the discretion of the Secretary of State, as to the places at which one or the other mode should be adopted.

A joint resolution is submitted, which, it is thought, would place the subject upon a correct footing and under the control of the Secretary of State, with the sanction of law, without a question as to the propriety thereof, under the Treasury act of 1846.

All which is respectfully submitted.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Hon. R. M. T. HUNTER,  
*Chairman Committee on Finance United States Senate.*

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the salaries of foreign ministers, consuls and commercial agents, when paid at the treasury of the United States, shall be paid in the standard gold coinage of the United States; and when paid or received by means of drafts in the foreign countries where they are accredited or located, they shall be entitled to payment in a gold or silver currency of equal value to the gold coinage paid at the United States treasury. Also, that the Secretary of State shall cause them to be paid at the treasury of the United States, or with funds kept for that purpose, deposited with any of the Assistant Treasurers of the United States, or with depositories abroad, and allow the necessary and usual discount, or loss on exchange incurred, to be ascertained by the accounting officers of the treasury, on the production of such proof as the regulations may require, so as to make the payment equal to the standard gold coinage of the United States; and the right by contract, to cause the whole or any part of such salaries to be paid in currency of like value at the*

places where the ministers, consuls, or commercial agents reside, and allow not exceeding the usual discount existing at such places. All other disbursements of the United States, required to be made abroad, shall be paid in the like coinage, or in gold or silver currency of equal value thereto. And there shall be like authority in the head of the proper department to provide the means and mode of payment.

The following is the value of the dollar, under each act of Congress, taking as the standard the dollar of exchange, of  $386\frac{709}{1000}$  grains of pure silver, which is 54 $\frac{1}{2}$  sterling, and rating the pound sterling, of 113 grains of pure gold, at \$4 44 $\frac{1}{2}$  to the pound sterling.

	Grains of pure metal.	Dolls. Cts.	Pence.
Dollar of exchange.....	386.704	1 00	54
Dollar, act August 8, 1786, gold eagle.....	246.268	96 $\frac{1}{2}$	52.26
Dollar, act August 8, 1786, silver.....	375.64	97.12	52.44
Dollar, act April 12, 1792, gold eagle.....	247.5	97.26	52.52
Dollar, act April 12, 1792, silver.....	371.25	96	51.68
Dollar, act February 18, 1837, gold eagle.....	232.2	91.25	49.27
Dollar, act February 1, 1853, silver.....	345.6	89.36	48.25

## No. 1.

*Statement showing the maximum and minimum rate of discount on drafts drawn by consuls for salary, with the average rate thereof, to March 1, 1856.*

Where appointed.	Per cent. maximum.	Per cent. minimum.	Per cent. average.	Amount of drafts.	Amount of salary.
Tunis.....	14 4-10	4 6-10	7 4-10	\$185 00	\$2,500 00
Tripoli.....	6	4 8-10	5 2-10	130 00	2,500 00
Tangier.....	7	6 1-10	6 3-10	157 50	2,500 00
Alexandria.....	8 7-10	3 9-10	7 8-10	273 00	3,500 00
Smyrna.....	8 5-10	8 5-10	8 5-10	170 00	2,000 00
Candia.....	9 3-10	9 3-10	9 3-10	93 00	1,000 00
Amoy.....	42 8-10	14 9-10	34 7-10	867 50	2,500 00
Foo Chow.....	55	21	32 7-10	817 50	2,500 00
Shanghai.....	75	51 5-10	59 9-10	1,797 00	3,000 00
Antigua.....	4	3	3 5-10	35 00	1,000 00
Rotterdam.....	8	8	8	160 00	2,000 00
Dublin.....	7 6-10	7 6-10	7 6-10	76 00	1,000 00
Honolulu.....	12 5-10	12 5-10	12 5-10	500 00	4,000 00
Dundee.....	10	10	10	200 00	2,000 00
Acapulco.....	3	3	3	60 00	2,000 00
Oporto.....	4	4	4	60 00	1,500 00
Talcahuana.....	8	8	8	80 00	1,000 00
Stuttgart.....	6 3-10	6 3-10	6 3-10	63 00	1,000 00
Port Spain.....	4 5-10	4 5-10	4 5-10	45 00	1,000 00

Total average..... 12 5-10 per cent.



## No. 2.

*Statement showing the amount paid for loss in exchange on drafts drawn by United States ministers and other diplomatic agents abroad during the fiscal year ending June 30, 1855.*

Name.	Where appointed.	Amount of drafts.	Am't of loss in exchange.	Percent.
J. Y. Mason.....	France.....	\$12,000 37	\$490 99	4 2-10
P. Soulé.....	Spain.....	5,966 98	220 79	3 8-10
P. D. Vroom.....	Prussia.....	9,997 14	716 75	7 1-10
T. S. Fay.....	Switzerland.....	5,152 98	206 65	4 2-10
L. Cass, jr.....	Rome.....	5,875 45	255 61	4 5-10
R. D. Owen.....	Naples.....	7,818 20	930 21	13 7-10
J. M. Daniel.....	Sardinia.....	4,154 29	112 81	2 7-10
J. J. Siebels.....	Belgium.....	5,685 60	186 44	3 4-10
A. Belmont.....	Holland.....	4,817 17	210 68	4 5-10
J. L. O'Sullivan.....	Portugal.....	4,782 45	152 93	3 3-10
H. Bedinger.....	Denmark.....	4,917 35	390 70	8 6-10
F. Schroeder.....	Sweden.....	4,598 00	177 19	4
Carroll Spence.....	Turkey.....	4,356 00	451 13	10 3-10
R. M. McLane.....	China <sup>*</sup> .....	17,040 81	6,040 84	54 5-10
Wm. Trousdale.....	Brazil.....	13,703 35	1,512 94	12 4-10
D. A. Starkweather.....	Chili.....	7,155 00	435 00	6 5-10
J. A. Peden.....	Argentine Republic.....	3,375 00	155 12	5 1-10
J. W. Dana.....	Bolivia.....	4,120 61	441 49	12
P. White.....	Ecuador.....	3,687 51	351 58	10 5-10
D. L. Gregg (commiss'r).....	Sandwich Islands.....	1,734 42	171 88	11
<i>Secretaries of Legation.</i>				
H. J. Perry.....	Spain.....	3,987 13	259 95	6 9-10
W. F. Jones.....	Brazil.....	1,070 38	150 42	†16 3-10
W. G. Mann.....	do.....	1,073 85	73 85	†7 3-10
O. J. Wise.....	Prussia.....	2,000 00	148 91	8
<i>Consuls.</i>				
Caleb Jones.....	Foo Chow.....	1,552 83	386 17	35 3-10
T. H. Hyatt.....	Amoy.....	1,365 28	297 43	28
R. C. Murphy.....	Shanghai.....	2,048 78	696 98	51 6-10
E. De Leon.....	Alexandria.....	3,672 60	286 29	8 4-10
E. S. Offley.....	Smyrna.....	809 83	67 82	9 2-10
George Mountfort.....	Candia.....	496 52	36 78	8
M. J. Gaines.....	Tripoli.....	2,047 16	90 93	4 6-10
G. V. Brown.....	Tangier.....	1,006 72	51 29	5 3-10
Peter Parker (interpreter).....	China.....	2,500 00	360 11	16 8-10
W. P. Chandler.....	Tunis.....	2,934 86	277 75	14 5-10
Total.....		157,504 62	16,796 41	10 6-10

<sup>\*</sup> Including special mission.

† United States.

‡ London.

NOTE.—To the above estimate for loss in exchange there should be added about  $1\frac{1}{2}$  per cent. to those drawing upon the London bankers, the cost of remitting the money to London.

MURRAY McCONNEL, Auditor.

TREASURY DEPARTMENT, Fifth Auditor's Office, April 15, 1856.

No. 3.—Statement showing the value of the dollar of exchange, and of the different values of the United States dollar under the several acts of Congress, now in force; also, showing the standard under which the accounts of the United States' ministers and chargés abroad have been adjusted and paid.

	Amount rec'd.	Loss and gain.
<i>Dollar of exchange of 386.704 grs. of pure silver, equal to 54d. to the dollar, or \$4 44<math>\frac{1}{2}</math> to the pound sterling.</i>		
Minister at London, and some of the ministers and chargés in South America, get, on \$9,000.....	\$8,264 49	\$735 51
Minister at Paris, the other European ministers and chargés, commissioner to China, and some of the ministers and chargés in South America, get, on \$9,000.....	8,560 20	439 80
<p>REMARKS.—Previous to the passage of the act of Congress of the 27th of July, 1842, estimating the pound sterling at \$4 84, the account of the United States minister at London was adjusted under this standard, therefore his loss by the difference of the adjustment is \$735 51. The other ministers' accounts were adjusted by making the United States silver dollar of 1792 the standard, and the difference in the value of the dollar was paid into the treasury, the premium received by the minister on the sale of his drafts; but, under a decision of Mr. Webster, then Secretary of State, the premium was repaid to the ministers, which was equivalent to adjusting their accounts under this standard.</p>		
<i>United States silver dollar of 371<math>\frac{1}{2}</math> grs. pure silver, act of Congress of 12th April, 1792, equal to 51.68d. to the dollar or \$4 62<math>\frac{2}{3}</math> to the pound sterling.</i>		
Ministers at London and other ministers, as above mentioned, get, on \$9,000.....	8,608 37	391 63
Ministers at Paris, &c., get, on \$9,000.....	9,000 00	None -----
<p>REMARKS.—The accounts of the minister at Paris, the other European ministers, commissioner to China, and a portion of the ministers in South America, are adjusted under this standard. Only £1,859 10s. 1d., equal to \$8,627 89, is deposited to their credit, but the remainder, amounting to \$372 11, is paid to them as loss in exchange.</p>		
<i>Adjustment under the act of Congress of 27th July, 1842, estimating the pound sterling at \$4 84.</i>		
Ministers at London, &c., get, on \$9,000.....	9,000 00	None -----
Ministers at Paris, &c., get, on \$9,000.....	9,409 45	409 45
<p>REMARKS.—The accounts of the ministers at London, and some of the ministers in South America, are adjusted under this standard.</p>		
<i>United States gold dollar of 23.22 grains of pure gold, act of Congress of 18th January, 1837, equal to 49.27d. to the dollar, or \$4 86.64 to the pound sterling.</i>		
Ministers at London, &c., get, on \$9,000.....	9,048 33	48 33
Ministers at Paris, &c., get, on \$9,000.....	9,460 75	460 75
<p>REMARKS.—Mr. Kerr, chargé to Nicaragua, is the only person whose account, in part, has been adjusted under this standard, and that occurred on account of charging him with the proceeds which he received as premium on the sale of his drafts upon the London bankers, being the amount over and above the \$4 84 to the pound sterling, the rate at which the pound sterling is deposited at London.</p>		



## No. 4.

*Statement showing the difference in amount resulting from the settlement of the account of the United States minister at Paris, according to the different values placed upon the United States dollar as fixed by the different laws of Congress.*

<i>Dollar of exchange = 386 <math>\frac{704}{1000}</math> grains of pure silver.</i>	
By amount due him for salary one year, for which £1,859 10s. 1d., at \$4 84 per pound sterling, is deposited with the United States bankers at London -----	\$9,000 00
To amount of his draft on the London bankers for £1,859 10s. 1d., negotiated at Paris at the rate of 24 $\frac{75}{100}$ francs to the pound sterling, being the par of exchange on silver between Paris and London, is 46,022.72 francs. And estimating the franc at 17 $\frac{950}{1000}$ cents, being the par of exchange between the franc at 69 $\frac{453}{1000}$ grains of pure silver, and the dollar of exchange at 386 $\frac{704}{1000}$ grains of pure silver is -----	8,265 68
Loss by minister is -----	734 22
<i>United States dollar under act of 12th April, 1792, = 37 <math>\frac{1}{2}</math> grains silver.</i>	
By amount of his salary as above -----	9,000 00
To amount of his draft sold as above for 46,022.72 francs, and estimating the franc at 18 $\frac{44}{100}$ cents, being the par of exchange between the franc at 69 $\frac{453}{1000}$ grains of pure silver, and the United States dollar of 37 $\frac{1}{2}$ grains of pure silver, as regulated under the act of Congress of April 12, 1792, is -----	8,627 89
Loss by minister of -----	372 11
<i>Under act of Congress of 27th July, 1842, estimating the pound sterling at \$4 84.</i>	
By amount of salary as above -----	9,000 00
To amount of his draft sold as above for 46,022 $\frac{72}{100}$ francs, and estimating the franc at 19 $\frac{44}{100}$ cents, being the rate established by the act of Congress of July 27, 1842, fixing the pound sterling at \$4 84, is -----	9,000 00
Loss, none -----	
<i>United States gold dollar under the act of Congress of January 18, 1837, = 23 <math>\frac{23}{100}</math> grains pure gold.</i>	
By amount of his salary, as above -----	9,000 00
To amount of his draft sold as above for 46,022 $\frac{72}{100}$ francs, and estimating the franc at 19 $\frac{44}{100}$ cents, being the par of exchange of the pound sterling of 113 grains of pure gold, and the United States dollar of 23 $\frac{23}{100}$ grains of pure gold under the act of Congress of the 18th January, 1837, is -----	9,048 06
Gain by the minister of -----	48 06